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ALUMINIUM

If we are to draw anything positive out of the slowly weakening crisis, it could be that it has pushed owners to demand more efficient boats. There is undoubtedly more public awareness on eco matters, on wishing to preserve the environment, but above all there is the will and necessity to contain boats' running costs regardless of their speed. The focus is hence on the efficiency of hulls, drives, engines and much research is carried out by Yards and Designers alike to limit overall weight. This is why these days owners are taking aluminium under close consideration once again for the construction of their superyachts, especially when it is a fully custom boat they're after.

The shipyards have been quick to react to this need and now offer new lines of aluminium built boats, conceptually focused on efficiency and not only capable of delivering performance in terms of outright speed but also doing so on range and reduced consumption. The market is responding well. This has been the case with the new ranges by Picchiotti/Vitruvius, whose first off the line is aluminium built, with the Imagination range by Benetti of which we introduce the first example in this issue of Superyacht and lastly with the boats out of the Dutch boat builder Heesen Yachts, that has built four out of the six boats commissioned in 2010 out of aluminium. Whilst on the subject of aluminium, we should also mention Baglietto one of the Italian leading brands that has made a tradition out of using light alloys in their construction. The future of this Group, one of the more illustrious brands of the Italian boat building industry and that of one of its co-brands Cantieri di Pisa which also enjoys a big name in Superyachts is now at stake. Indeed Baglietto's ownership could pass into the hands of Effebi-Overmarine belonging to entrepreneur Giuseppe Balducci who is trying to avoid bankruptcy by buying them out. By buying the Baglietto Group, Overmarine or Mangusta if you prefer, well known for its production of great open boats may also get Cantieri di Pisa into the deal thus merging the manufacture of motor yachts and steel displacement ships of the latter to Baglietto's fast aluminium yachts. The range on offer by the new holding company totally centred on building custom yachts, would be equal to but a few at the super-luxury end of the market.

Let us round off with a few lines about another Italian shipyard whose production has always favoured aluminium motor yachts. Indeed a fairly long and laborious salvage operation seems to have reached an end for Cantieri Navali of Lavagna following their purchase through auction by the Italian-Chinese company Pro-Marine Service which works with Nauticstar Marine of Qingdao long established in building large yachts in China and with a client portfolio that seems very interested in high quality Made in Italy. Such an acquisition will provide a new financial lease of life vital for production to restart and for the re-launch of a brand that has always been highly appreciated for the technical qualities that have gone into making up its range.

Fabio Petrone

CODECASA 51



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CANTIERI NAVALI CODECASA S.p.A. Via Amendola - 55049 VIAREGGIO ITALIA Tel. 0584 383221 - Fax 0584 383531
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MANAGEMENT AND EDITORIAL OFFICE
00198 Roma - Via Tevere, 44
Tel. (+39) 06 8413060 (4 linee r.a.)
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Web: www.nautica.it
E-mail: info@nautica.it

PUBLISHER
Mario Sonnino Sorisio

EDITORIAL DIRECTOR
Paolo Sonnino Sorisio

EDITOR IN CHIEF
Luca Sonnino Sorisio

VICE EDITOR IN CHIEF
Fabio Petrone

SENIOR EDITOR
Lucio Petrone

EDITORIAL OFFICE
Angelo Colombo: special
correspondent
Daniele Camevali

EDITORIAL CONSULTANT
Roberto Giorgi

ART & DESIGN
Angelo Tavani

ADVERTISING
Advertising management: Roma, via Tevere 44, tel. 06 8413060 (4 linee r.a.), fax 06 8543653 - Offices: SARDEGNA, LAZIO e TOSCANA (Grosseto) Gian Marco Lari (Roma), 335 6268932, lari@nautica.it - Giorgio Lari (Roma), 335 320400, giorgiol@nautica.it - LOMBARDIA, Rocco Ilardi, 335 294939, ilardi@nautica.it; Andrea Rusconi, 20124 Milano, via Vitruvio 3, tel. 02 29513378 (3 linee r.a.), fax 02 29524323 -PIEMONTE, LIGURIA, TOSCANA (LU, PI, MS), Giovanni Berruti, Ponte Morosini, 16128 Genova, tel. 010 2541630, fax 010 2517938, 337 254344, berruti@nautica.it - EMILIA ROMAGNA, TOSCANA (AR, FI, LI, PT, PO, SI), MARCHE, ABRUZZO e MOLISE, Giordano Cassola, via Lame, 60, 40122 Bologna, tel. 051 6492127, fax 051 6491428, 389 5233333, 0734 932200 cassola@nautica.it - TRE VENEZIE, Roberto De Simone, 335 273676, nautica@nauticaveneto.com - Enrico Maria De Simone 335 8301616, nautica@nauticaveneto.com - via Acquette 11, 35100 Padova, tel. 049 8762808, fax 049 8780378 - CAMPANIA, PUGLIA, CALABRIA E BASILICATA, Rita Biasco, via Oberdan, 38; 80078 Pozzuoli (NA), tel. 081 5261015, 368 3619340, segreteria e fax 178 600 8537, biasco@nautica.it - SICILIA, Vincenzo Morreale, via Lancia di Brolo, 167, 90145 Palermo, tel/fax 091 6819344, 348 5106384, morrealepromo@tin.it - Pubblicità On Line: Andrea Rusconi, rusconi@nautica.it

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Viareggio, April 2010, Piero Picchiotti aboard a Leopard yacht.

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news

RAISED SALOON

The English shipyard Oyster Marine is a world leader in the yachting sector, both in production and in maxi yacht racing, with a fleet divided into two lines: vessels from 46 to 88 feet and superyachts over 100 feet. For the latter range, the English firm has dedicated a production line at the Turkish shipyard RMK Marine (Koç Group), 273rd place on the 2010 Forbes list, where superyachts are built in fibreglass with the infusion technique. The whole fleet, consisting of the models 100 deck saloon and 125 in the variants deck saloon, raised saloon and flybridge, was designed by Dubois Naval Architects, headed by Ed Dubois. The 125 Raised Saloon is an elegant sloop with a superstructure well integrated into the boat's profile. Notwithstanding the general dimensions the deckhouse is in no way an encumbrance, nor does it interfere with visibility from the two helmsman's stations aft.

This is due to the fact that with regard to this deck the living area deck – which includes an outdoor dinette aft of the helmsman's stations – is set three steps lower, precisely to keep down the height of the superstructure profile. Indoors there's a dining area seating eight and the saloon with adjacent bar and lounge.

Below deck the guest and crew areas are quite distinct. The former stretches from amidships towards the stern and comprises two VIP cabins, a twin bed cabin and the owner's suite. The crew's quarters are forward, complete with private dining area and galley. Standard outfitting envisages a widespread use of walnut for furniture and boiserie, but of course each client may choose from a long list of precious woods.

For further information: Oyster Marine, Fox's Marina, Ipswich, Suffolk IP2 8SA, UK. tel. +44 (0)1473 688888; fax: +44 (0)1473 686861; web: www.oystermarine.com.

TECHNICAL DATA

LOA: 38.14 m – LWL: 34.11 m – Beam: 8.95 m – Draught: 4 m – Light displacement: 168,700 Kg – Fuel tanks: 12,600 litres – Water tanks: 4,200 litres – Engine: 600 HP Caterpillar C18 – Sail area: 744 sq. m. – Construction materials: GRP, Kevlar and carbon – Class: Lloyds 100 A1 SSC Yacht Mono G6 MCH – MCA Large Commercial Yacht Code (LY2) – Designer: Dubois Naval Architects.



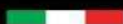


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The historic German shipyard Blohm+Voss has recently presented a series of "throwback design" custom vessels, including this 111 metre "Vintage" inspired by 1930s motoryachts. The design, typical of the period, features elements such as two funnels and characteristic furnishings. With its length the "Vintage" offered plenty of creative space to the designers who, in fact, have come up with solutions worthy of a cruise ship, such as the helipad, two lifeboats / two picnic tenders which are launched and recovered by davits. Other solutions aimed at leisure and comfort are the beach club on the waterline, well equipped for water sports, and the large swimming pool in the cockpit on the main deck where we also find the saloon, dining area and forward of it the cabins for 12 guests, four luxury and two VIP. The top deck, the fifth, is exclusive to the owner: a suite with a view at the bow, twin bathrooms, walk-in wardrobe, private dining room and gym, while the aft extension of the deck accommodates another large pool. This 111 metre "Vintage" calls for a crew of no less than 25 plus skipper whose cabins and private dining area are on the third deck. A long range cruiser, the "Vintage" is powered by a pair of diesels with a total of 6,800 HP and is equipped with retractable stabilising fins for increased comfort both under way and at anchor.

For further information: Blohm+Voss Shipyards, Hermann Blohm Strasse 3, 20457 Hamburg, Germany, tel. +49 171 6046966; fax +49 (0)40 31191540; web: www.blohmvoissyachts.com.

TECHNICAL DATA

LOA: 111 m – Beam: 15.6 m – Draught: 5.3 m – Engines: 2 x 3,400 HP – Declared top speed: 17 knots – Declared cruising speed: 14 knots – Range at cruising speed: 4,000 nm.





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Evo, is the name given to Filippetti Yacht's flying bridge range, which is currently made up of three models: a 76, 89 and 98 footer, all designed by Fulvio de Simoni. The Evo 890, the intermediate model, is elegant both inside and out, the interiors emanating a welcoming, homely atmosphere. The designer's intention was to make life aboard as relaxed as possible, with elegance and comfort being understood chiefly as the well-being of owner and guests. This result was achieved through furnishings of high visual impact, where colourings varying from ivory to beige contribute to producing an overall feeling of relaxation. The entire night zone is on the lower deck and comprises four cabins with bathroom. Three are double bed cabins and the owner's suite is full-beam amidships. The crew's quarters with adjoining dinette are aft in a separated zone with independent access. The shared areas are on the main deck, with the bridge forward and, proceeding aft we find the galley, a dining area seating eight and the saloon. Noteworthy on the same deck are two outdoor living areas with sundecks at bow and stern and a day head. The fly-bridge is spacious and hosts the auxiliary helmsman's station, a living area portside with a minibar opposite and two areas for tan fans. The central zone of the flybridge, the living area, is protected by an extensively glazed hardtop that fits well into the general design of the yacht.

For further information: Filippetti Yacht, via Val Cesano 66, 61037 Mondolfo (PU). tel. 0721 930262; fax 0721 930274; web: www.filippettiyacht.com email: info@filippettiyacht.com.

TECHNICAL DATA

LOA: 27 m – Construction length: 23.90 m – Beam: 6.55 m – Draught fully laden: 1.92 m – Displacement fully laden: 82 t – Fuel tanks: 8,200 litres – Water tanks: 1,300 litres – Engines: 2 x 1,825 HP CAT C32 Acert – Capacity: 16 persons – EC design category: A.



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Benetti Sail Division has presented its 115' new entry, a motoryacht in the RS (Rounded Stern) range, built in steel and aluminium in accordance with the yard's tradition. With due aesthetic modifications the new BSD 115 reprises the design of the classic rounded stern ships of which the Viareggio yard is a leading contemporary proponent. Like the other models in the range, the 115's stylistic elements give her an evergreen line. For example the counter-sloping part of the rail that lends the transom a touch of sportiness and modernity; or the elimination of the flat sheer, replaced by a rising progression from stern to bow through a play of steps. The style of the interiors is also very sober and nautical. In fact this shipyard's design philosophy is to avoid passing trends and to deliver classic, timeless solutions. The interior layout comprises an entire below deck area set aside as a night zone, with a VIP suite isolated at the stern and two double cabins and a spacious VIP at the bow. These are separated by a central section that includes the engine room, the hangar for the tenders (with a hatch in the ship's side) and the crew's quarters with independent entrance. The owner's suite is on the main deck in a separate area forward, complete with walk-in wardrobe, a study and a spacious bathroom with Jacuzzi and relaxation corner. Along a corridor on the starboard side there's a sliding door for access to the outdoor deck, a daytime bathroom and the stairway to the guest quarters and the upper deck. Portside we have a big professional style galley with the crew's mess and access to their quarters. Farther aft there's a dining table seating ten and a saloon with sofas, low table and minibar. Outdoors on the main deck we find the cockpit – equipped with a living area to relax in – and at the bow where there's a spacious cushioned sundeck that also serves as garage covering for one of the tenders. The wheelhouse and the skipper's cabin are forward on the upper deck while the panoramic saloon and the terrace with sun-beds are at the stern. The sundeck offers all you need for relaxation and sunbathing, with a living-dining area and minibar forward and a Jacuzzi further aft. For further information: Benetti Sail Division, via Marina di Levante 1, 55049 Viareggio (LU), tel. 0584 390194; web: HYPERLINK "<http://www.benettisaildivision.com>" www.benettisaildivision.com e-mail: info@benettisaildivision.it.

TECHNICAL DATA

LOA: 35.80 m – Beam: 7.70 m – Draught: 2.40 m – Light displacement: 210,000 Kg – Fuel tanks: 50,000 litres – Water tanks: 7,500 litres – Engines: 2 x 1,000 HP MAN D 2842 LE 413 – Declared top speed: 13.6 knots – Declared cruising speed: 13 knots – Range at cruising speed: 2,700 nm – Range at 10 knots: 4,800 nm – Guests: 10+2 – Crew: 5+1.



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LEOPARD YACHTS

news **56M**

When she's delivered in 2012 the Leopard 56M will be the new flagship of Leopard Yachts, the historic Italian shipyard run by the Picchiotti family. Since concentrating exclusively on leisure craft it has specialised in big, high performance Opens in GRP. If we follow the yard's production chronology it becomes clear how over the years Leopard Yachts has moved towards increasingly larger vessels, with a parenthesis in 2010 when it brought out its first 43 metre yacht, much sought after by customers who wanted a boat that coupled the performance of the 34 with the liveability of the 46. As I said, the entire Leopard production centres on impressive Opens, in spite of the fact that the latest models have bowed to market demand with the introduction of small sundecks and flying bridges, and the new Leopard 56M fully reflects the style so dear to the yard. The design team is the same one responsible for all the latest Leopard yachts: André Bacigalupo for marine architecture and the Cristiano Gatto Design Team for the interiors. Together they have contributed to the creation of a 56 metre yacht, three decks with flybridge, whose performances are guaranteed by three powerful MTU engines coupled with waterjet transmission. This first model has modern, functional interiors, furnished in a mingling of wenge and frisé maple with finishes in fine leathers and fabrics. The interior layout has the night zone on the lower deck in two separate areas, one for the guests and the other for the crew: the former consists of six cabins, four with double bed and all with private bathroom, for a total of twelve berths, while the crew's quarters comprise five cabins with ten berths, plus service areas and private dinette. The owner's suite is on the main deck, occupying much of the wide-beam area forward with cabin, bathroom and relaxation corner. Towards the stern we have the dining area and a huge saloon that leads to an outdoor zone for meals and leisure, similar to the upper deck where there are numerous indoor and outdoor spaces for relaxation, including the bow area where guests can enjoy total privacy even at the quay side. The flying bridge has sun-beds and a circular Jacuzzi in the centre. For further information: Leopard Yachts, via Aurelia Sud km 326, Località Tombolo, 56100 Pisa. tel. 050 989303; fax 050 989304; web: www.leopardyachts.it.

TECHNICAL DATA

LOA: 56 m – Beam: 10 m – Draught: 1.70 m – Displacement fully laden: 360,000 Kg – Fuel tanks: 55,000 litres – Water tanks: 5,000 litres – Engines: 2 x 3,460 HP MTU 12V 4000 M93L; 1 x 4,600 HP MTU 16V 4000 M93L – Declared top speed: 32 knots – Declared cruising speed: 28 knots – Naval Architecture: André Bacigalupo – Interior Design: Cristiano Gatto Design Team.





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Kingship, a Hong Kong shipyard specialised in steel/aluminium superyachts certified by both Lloyd's and the MCA, has set up collaboration with the Donald Starkey and Azure Naval studios for the design of a new 156 footer which the yard has managed to keep under 500 t. In comparison with the well known Kingships, the new 156' is a clean break with the past in terms of design, which is decidedly more modern and more in line with current stylistic tradition. The new flagship of the Hong Kong yard is in fact characterised by her vertical bow, a choice that is not only stylistic but also technical and recently much in vogue, giving her a very alluring appearance.

This motoryacht, with steel hull and aluminium superstructure, comprises three decks plus a sundeck, with a fairly well executed subdivision of the interiors. The cabins are distributed on all three covered decks, with four guest cabins on the lower, two with double bed, together with the crew's quarters which include technical rooms and a dinette. The owner's suite is forward on the main deck, enjoying absolute privacy since it is separated by a landing and the galley from the shared dining area and saloon. The upper deck houses the bridge and another two cabins, one for the skipper and another with double bed and private terrace portside. On the same deck, as in the cockpit, there are three outdoor areas for relaxation and meals, while the sundeck, with its circular Jacuzzi, is of course the place for sun-lovers.

For further information: Kingship, Suite 3112, 31/F, Tower 6, The Getaway, Harbour City, Hong Kong, tel. +852 25304848; fax +852 25304433; web: www.kingship.com email: info@kingship.com.

TECHNICAL DATA

LOA: 47.5 m – Beam: 8.1 m – Draught: 2.7 m
– Displacement: 480,000 Kg – Fuel tanks: 46,000 litres – Water tanks: 20,000 litres – Engines: 2 x 965 HP – Declared top speed: 15 knots – Declared cruising speed: 10 knots – Range at 10 knots: 8,500 nm – Construction materials: Steel/Aluminium – Naval Architecture: Azure Naval Architects – Exterior and Interior Design: Donald Starkey Designs – Class: LRS 100 A1 SSC Yacht Mono G6, LMC, CCS, SCM – MCA LY2.



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"Lucia-M" is the outcome of an epoch-making step in Jongert's history: she's the Dutch shipyard's first motor yacht. Formerly they built nothing but splendid sailing yachts, traditional and modern, both mass produced and custom made. With "Lucia-M" Jongert has written a new page in its history, demonstrating and above all confirming its status as a yard capable of successfully tackling any challenge. "Lucia-M" was built for a loyal owner who, now at his fifth model, had expressed the desire for a motor yacht. No sooner said than done. Jongert made its trusted client's dream come true with this aluminium motor yacht designed by Azure Naval Architects and Guido de Groot Design. The result is a two and a half deck plus sundeck vessel, of sober design but well characterised by the interweave of the superstructure lines, the external colouring and the fairly marked rake of the bow. The interiors too have a pronounced character of their own, obviously in accordance with the owner's tastes. As for the layout, the guest area is on the lower deck, with two twin bed cabins and a VIP suite with private lounge. The crew's quarters are wholly independent on the same deck with three cabins and a dining area. The owner's suite is forward on the main deck, exploiting the entire breadth of the hull in this wide-beam section. The suite includes a spacious bathroom and access to a private gym on the deck below. Going back to the main deck there's a large landing leading to a professional style galley, with a dining table seating ten and a spacious saloon. "Lucia-M" has two outdoor living areas – one in the cockpit and the other forward – while the bridge is on the upper half-deck. As well as all the indispensable instrumentation there's a relaxation corner and access to the sundeck, partly protected by a well glazed hardtop, with auxiliary helmsman's station, mini bar and seating of various kinds for convivial moments and relaxing. For further information: Jongert Shipyard, Kluiscat 1, 1771 MV Wieringerwerf, The Netherlands, tel. +31 (0)227 549400; fax +31 (0)227 541246; web: www.jongert.nl email: info@jongert.nl.

TECHNICAL DATA

LOA: 39.0 m - Beam: 7.80 m - Draught: 2.04 m - Displacement semi laden: 210,000 Kg - Fuel tanks: 46,500 litres - Water tanks: 7,400 litres - Engines: 2 x 4,150 HP MTU 16V4000 M93 - Declared top speed: 30 knots - Declared cruising speed: 24 knots - Range at 12 knots: 3,500 nm - Construction material: aluminium - Naval Architecture: Azure Naval Architects - Interior and Exterior Design: Guido de Groot Design.



NAVETTA 26



PIETRO MINGARELLI
Yacht Design

FILIPPETTI YACHT



Filippetti Yacht S.r.l.
Via Val Cesano, 66 61037 Mondolfo (PU), Italy
Tel. + 39 0721 930262 - Fax + 39 0721 930274

www.filippettiyacht.com

Andrea Vallicelli, long-time designer for the Fiumicino yard, together with Alessandro Nazareth, Antonio Latini and Giulietto Ricci, is the creator of the new Comar Yachts flagship. She's a 100 footer, pure Comet DNA, with a performing hull suitable for maxi-yacht competitions and interiors suited to the most demanding cruise. For the hull the designers drew inspiration from the waterlines of the high performance Comet 62 RS and 52 RS, two cruiser-racers whose pleasure craft vocation is underscored by an elegant deck saloon.

And like her little sisters the new Comet 100 has a deck saloon and double cockpit, one for guests and the other for handling the rigging of a carbon mast with steel rod shrouds. With all running rigging sheets and halyards led back to the cockpit make the boat easy to handle even with a skeleton crew, notwithstanding a 420 square metre sail area which gives some idea of the performances in store.

The hull is in carbon sandwich with Corecell, vacuum-bag laminated, post-cured at 80° and carbon reinforced. There are six guest and crew cabins with bathrooms, ensuring full privacy, for a total of twelve berths.

Among her other technical attributes the Comet 100 has a stern hangar containing an elevator mechanism for launching and recovering tenders up to four metres LOA. Moreover, the fixed ballast keel can be replaced by a lifting version that varies draught between 2.5 and 5 metres.

For further information: ComarYachts, Viale Traiano 27, 00054 Fiumicino (RM). tel. 06 6522012; fax 06 65029816; web: www.comaryachts.it email: info@comaryachts.it.

TECHNICAL DATA

Hull length: 31 m – LWL: 27 m – Beam: 6.7 m – Standard draught: 3.6 m – Lifting Keel opt.: 2.5/5 m – Ballast: 24,000 Kg – Displacement: 68,000 Kg – Fuel tanks: 2,200 litres – Water tanks: 1,500 litres – Engine: 315/350 HP Cummins – Sail area: 420 sq. m. – Capacity: 12 persons – EC design category: A – Design: Studio Vallicelli.



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For the 2011 London Boat Show the English yard Princess Yachts will be making its debut in the superyacht sector with the 32M, first in a series of big motoryachts distinguished by the letter M, the highest expression of the Princess shipbuilding tradition. A flybridge motoryacht, the 32M will be built on the South Yard premises, part of a high investment programme recently implemented by Princess Yachts for the creation of a new and hyper-technological site dedicated exclusively to building large size yachts. In fact after the 32M the new shipyard will be getting started on the 40M, second in the range, which should see the light in 2012. The 32M is a cruise yacht on which the yard has introduced some interesting new features to the interior layout. For example, the big saloon on the main deck opens evocatively onto the sea on the starboard side by means of two sliding glass doors and a balcony obtained by lowering part of the ship's side. On the same deck the owner's suite, complete with en suite bathroom and Jacuzzi, is set in a spacious area forward, with natural lighting from two great window panels at the sides. Below, depending on the choice of layout, there will be three or four cabins, one of them a spacious VIP amidships. There's also a fairly wide choice of engines available, from a minimum 2 x 1,925 HP Caterpillar to a maximum of 2 x 2,600 HP MTU. For further information: Princess Yachts International, Newport Street, Plymouth, Devon PL1 3Q, United Kingdom. tel. +44 (0)1752 203888; fax +44 (0)1752 203777; web: www.princessyachts.com email: info@princessyachts.com.

TECHNICAL DATA

LOA: 32 m – Beam: 7.11 m – Draught: 1.98 m – Displacement: 104,000 Kg – Fuel tanks: 12,900 litres – Water tanks: 1,800 litres – Engines: 2 x 1,925 HP Caterpillar C32 Acert; 2 x 2,400 HP MTU 16V2000 M93; 2 x 2,600 HP MTU 16V2000 M94.



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BENETTI *Sail Division*
MOTOR YACHTS MADE OF STEEL & ALUMINIUM

At the latest Monaco Yacht Show in September last, against the splendid backdrop of Port Hercules, Tankoa Yachts officially unveiled its new "Family Line", a series of designs aimed at enriching the fleet of the Sestri Levante shipyard where they are currently completing their first two 65 metre vessels.

The new "Family Line" consists of four displacing motoryachts, S46, S50, S56 and S69, with steel hull and aluminium superstructure designed by Prof Vincenzo Ruggiero and external lines by Francesco Paszkowski. The S46 is a three deck plus sundeck motoryacht that features taut and sharp lines highlighted by vast geometrical window panelling. The interiors are very spacious and the designers have exploited this to create warm and welcoming environments which nonetheless enjoy considerable privacy.

Each area of the yacht is completely separated from and independent of the others: the guests' night zone amidships below has two large VIP suites and two twin bed cabins. The crew's quarters, with separate access, are forward, together with technical rooms and their own mess.

The owner's suite is on the main deck, occupying much of the area forward. A central sector of this deck includes a landing from which the other decks can be reached, a daytime head and a professional-type galley.

The dining area and main saloon are farther aft. The bridge with the skipper's cabin adjacent are forward on the upper deck. A central landing separates this technical area, used by the crew, from the sky lounge aft which is reserved for the owner and his guests. From the stern you access an outdoor terrace with a dining table seating ten. The sundeck is of course dedicated to sunbathers, with plenty of sun-beds and a circular Jacuzzi. On the half-deck, protected by a hardtop, there's a lounge area with a well furnished bar.

For further information: Tankoa Yachts, via Cibrario snc, 16154 Sestri Ponente (GE), tel. 010 8991100; fax 010 8991118; web: www.tankoa.com email: info@tankoa.com.

TECHNICAL DATA

LOA: 45.8 m – Beam: 8.8 m – Draught: 2.6 m
 – Engines: 2 x 1,770 HP MTU 12V4000 M60
 – Declared top speed: 15.5 knots – Range at 12.5 knots: 4,000 nm – Fuel tanks: 80,000 litres – Water tanks: 18,000 litres – Construction materials: High resistance steel, Light Alloy – Hull designer: Ruggiero Srl – Design: Francesco Paszkowski Design.



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OVERMARINE

news

MANGUSTA 92

Overmarine, a worldwide leader in big, high performance opens with a rich range running from 72 to 165 footers, recently launched the first example of the Mangusta 92 at its premises in Viareggio.

The new model maintains the stylistic elements typical of Overmarine production, with a sober and impressive design that breathes sportiness from whichever side you look. The imaginable performances are guaranteed by powerful MTU engines for a total of 4,800 HP which, coupled with Rolls Royce-Kamewa waterjet transmission, promise considerable top speeds, especially in relation to the imposing mass of this yacht. High performances notwithstanding, the Mangusta 92 is intended as a cruiser; with finely finished interiors aimed at ensuring the comfort and well-being of owner and guests. The cabins are all on the lower deck.

The owner's full-beam cabin is amidships while the three guest cabins – one with twin beds the others with doubles – are forward, each with private bathroom.

The crew's quarters are aft, together with a professional-type galley. Inside the superstructure on the main deck we have a helmsman's station forward and, aft of it, the living area with the dining area opposite. In the true spirit of open boats there's a large openable section above to let in sun and air.

The two outdoor zones at stern and bow have spacious living areas and sun-beds.

For further information: Cantieri Navali Overmarine, via del Porto 2, 55049 Viareggio (LU). tel. 0584 389364; fax 0583 702011; web: www.overmarine.it email: info@overmarine.it.

TECHNICAL DATA

LOA: 28.27 m – Beam: 6.60 m – Draught: 1.25 m – Displacement semi-laden: 68,000 Kg – Fuel tanks: 8,800 litres – Water tanks: 1,400 litres – Engines: 2 × 2,400 HP MTU 10V2000 M93 – Transmission: Kamewa 53 S3 – Declared top speed: 37 knots – Range at economy speed: 300 nm.



E-MAIL FROM THE OCEAN

This night at 05.10 UTC a Tornado hit GrandFilou on her way
to st. lucia, caraibe at 13°29'15,1"N 52°54'27"W
Wind > 44 kn, When the white rain coming,
visibility zero < 20 m.
This Tornado forced GrandFilou to follow him on his W-N-W route
for more than 6 sm, before he gave her free.
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Me on helm.
The boat is the reason, why I can enjoy the sunrise this morning.

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Jürgen Enning
GrandFilou, Shipman 63



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ENERGENESI ART GALLERY - 15th ART MANEGE Art Fair 2010 - Moscow 1/5 December 2010

ENERGENESI ART GALLERY - 3rd INDIA ART SUMMIT Art Fair 2011 - New Delhi 20/23 January 2011

GALERIA ARTLOUNGE LISBOA - 5th ART DUBAI - Dubai 16/19 March 2011



Beneteau

Imagination

by Fabio Petrone



Benetti, a shipyard that has been building yachts since 1873, is one of the iconic Made in Italy brands and today a public company under the Azimut-Benetti Group. Over and above a completely renewed range in composite — Class, made up of seven models between 93 and 164 feet — the yard has recently brought out two ships representing two equally unprecedented lines of the Custom range, meaning Benetti yachts built in metal: Sensation, steel hull and aluminium superstructures, and Imagination, all in aluminium, of which we present the first example launched.

On the subject of metal ships, an aluminium hull is almost obligatory if you want to sail faster. All things being equal you save a lot of weight over steel about 20 tonnes, which make a significant contribution to achieving superior performances.

A choice that becomes fundamental for the owner who wants a wholly custom job, meaning a vessel built without moulds and completely personalised in its forms, precisely because the aluminium alloys employed, due to their ductility and ease of working, offer the broadest guarantees in this context. Imagination (construction FB 501) is a 47 metre superyacht that well synthesises both aspects with regard to aesthetics — concept and design by Stefano Natucci — and to performance, since with a pair of MTU 16V 4000 engines the boat "hit a top speed of 24 knots, actually faster than what was envisaged by the design." These are the words of engineer Davide Sorgo, the Project Manager who supervised construction of this Benetti Custom we met at the Monaco Yacht Show 2010. We asked him for more information, especially about the hull.

"She's a three and a half deck yacht, semi-displacing



tti







hull with bulbous bow with a fully laden displacement of 360 tonnes. With a less than nine metre beam her lines are sharp, wave-piercing at the bow and flatter at the stern where the transom is slightly lowered to give greater lift and facilitate flows. The design, tank tested, was conceived to guarantee optimal top performance but also a long range at cruising speed, at which the waterlines still demonstrate full efficiency." What about fuel consumption at top and cruising speeds?

700 l/h at full throttle and about 560 l/h at 21 knots. With a further reduction in speed she has a range of 3.600 miles.

What other inputs did you get from the owner for developing this Benetti?

One focal point of the design was certainly safety and ease of moving around aboard, including for those with problems of mobility. So a lot of the features of Imagination are such to ensure that everyone can fully enjoy the ship at all times. So of course there's a lift, installed within the main internal stairway, for moving from deck to deck. But there are also wide external gangways that can accommodate a wheelchair, and the indoor walkways are more practicable, with no possible architectural barriers... in a word, a whole series of highly targeted features in the design and outfitting. For example the ship has a platform elevator that takes you aft from the main

deck and down to the garage, facilitating use of the

bathing platform, the tender and so on."

Who drew up the interiors, and how are they subdivided?

Francois Zuretti. We also worked closely with him to keep weights down, again to favour the ship's efficiency under way.

As for layout, the lower deck is entirely given over to the night zone for guests and crew. Aft there are two cabins with double bed and farther forward another two with twin beds, all with private bathroom and shower unit. The crew's quarters are forward, well

separated from the guest area, with four double cabins, laundry

and crew mess. The big saloon is aft on the main deck, with a comfortable living area for relaxation and watching TV, then the dining room, then a pantry just before the large galley. On the starboard side

Benetti Imagination



Benetti





we have the main foyer with the stairway and lift. The whole of the bow area has been reserved for the owner's quarters and includes his suite, while the VIP cabin is on the upper deck. The captain's quarters are next to the wheelhouse and the panoramic saloon is farther aft and served by a day head. Partially protected by the overhang of the sundeck, the great open air space on this deck includes a large dining table seating twelve. The outstanding feature of the sundeck

Imagination

is the pool, custom built to the owner's specifications and well equipped for sunbathing, with various areas that make it convivial and absolutely enjoyable. What's the main aspect of comfort aboard Imagination? We put all our Benetti know-how into





Benetti Imagination



Imagination in terms of absorbing vibrations and therefore reducing noise. Though she's a fast ship, subject to greater stresses, the noise level is very low, practically like a slow vessel's. This is an aspect that makes Imagination a superlatively comfortable yacht.

What kind of stabilisers does she have?

Quantum Zero Speed, which stabilise the ship both under way and at anchor. Imagination, which is also the name of the superyacht photographed, is Benetti's line of semi-displacement vessels in aluminium. A range of motoryachts built to an efficient design which could probably be extended to an overall length of 55 metres. For further information:

Azimut – Benetti S.p.A. – Via Michele Coppino, 104 – 55049 – Viareggio (Lucca) – tel.: 0584 3821 – fax.: 0584 396232 – e mail: info@benettiyachts.it website: www.benettiyachts.it



TECHNICAL DATA:

Construction material: Aluminium –
LOA 47 m – Beam 8.8 m – Draught
2.7 m – Full load displacement 350
t – Fuel tanks 65,000 litres – Water
tanks 15,000 litres – Engines 2 x MTU
M90 16V 4000 2720 kW @ 2100
rpm – Top speed 24 knots – Cruising
speed 21 knots – Range at 12
knots: 3,600 miles (80 l/h per engine)
- Generators 2 x Northern Lights
105 kW – Bow thruster VT Naiad
Marine with 90 kW electric motor –
Naval architecture by Azimut-Benetti
S.p.A. – External concept and styling
by Stefano Natucci – Interior design
by Francois Zuretti.





SOLEMATES

LÜRSSEN

Lürssen

Solemates

Officially presented at the last Monaco Yacht Show, Solemates is a luxury Lürssen built 60 metre motor yacht by Espen Oeino for the external design and Glade Johnson for the interior.



Solemates is one of Lürssen's latest creations, launched last July almost contemporarily with the 87 metre Phoenix 2 and just before the 124 metre Katara, which took to sea from the German yard last August. Quite a busy year for Lürssen, starting in February when the 110 metre Radiant was launched, whilst in October it was the 85 metre German Frers designed Josi to set sail. Solemates was commissioned by an owner who wanted a larger yacht than the one he had before, a customer with very clear ideas who asked the yard for lots of room encased inside a harmonious design. And Espen Oeino has certainly met his requests, creating a finely balanced yacht, wide bodied in the forward section of the main deck, inside which is the owner's suite. This area is truly massive, making it possible to equip it with double separate toilets and bathroom with tub, a relaxation area with divan and table, dressing table, an off-centre double bed so as to allow access to the bedroom both from the office, always inside the suite, and the corridor that ends in a hallway where the stairs to the upper and lower decks are. The owner's suite guarantees absolute privacy, in that all window panelling is set in the sides of the hull and, inside, the corridor that links it to the rest of the yacht is designed to ensure that neither guests nor crew can come that way except when needed. The main deck also houses a very large galley with direct access to the lower deck and the upper deck service area, thus ensuring that the crew's passageways do not cross those of the guests. Amidships on this same deck is the dining room with a large table set lengthways with plenty of natural light from the window panels in the fore and aft parts of the superstructure, thus providing lots of natural light to the large saloon area

as well, which sports semicircular openings towards the stern that provide access to the cockpit, where there is a sofa, tables and armchairs. The upper deck has the helm station forward, linked to an office/communication station and the captain's cabin astern. As is the case with a yacht of this size, the helm has two side exits which give the crew access to the docking stations, and to the bow via a passageway that runs forward over the superstructure. But let's get back to the interior; with a guest's cabin on the same deck, with double bed and obviously bathroom en suite as well, which certainly benefits from being in a privileged position. Further astern on this same deck is another living room that can double as cinema, which also has a bar, card table and divans where to relax. This area looks astern thanks to a semicircular window similar to the one on the main deck which opens out onto a large area in the open furnished with a circular dining table, armchairs and divans and coffee tables. The open-air sections on each deck are linked to each other by means of staircase inside an external turret that allows passage up and down without having to enter the yacht. The uppermost deck is part closed in the central section and it is here that we find a large gym, forward of which is a sunbathing area with chairs, bar and lar-





Lürssen Solemates





Lürssen Solemates



ge circular Jacuzzi, whilst astern of the gym is another open-air dining area where also to sunbathe from. Lastly, there are also several cabins on the lower deck, four for guests and seven for the crew, who have their own relaxation area with mess. Then there is a second lower deck that hosts areas such as the laundry and pantry. The stern



section of this deck contains a large garage, with two Vical tenders each with a 300 HP jet propulsion engine, as well as two jet-skis, which are all launched by means of a crane on a trolley through a side opening in the hull. Another tender is placed forward on the main deck, where a crane allows it to be launched quickly and safely. The large engine room, which takes up





Lürssen Solemates

a part of both the lower decks, is equipped with a control station from where all plants aboard can be checked quickly and effectively, information that's also available to the captain at the helm. All that we've described is built entirely to MCA specifications. Solemates is a yacht that combines somewhat classical aesthetic good taste with modern technical solutions, in particular as to how all plants are managed by the crew, not to mention those dedicated to navigation and communication. For further information please contact Fr. Lürssen Werft GmbH & Co. KG; Zum Alten Speicher 11; 28759 Bremen – Germany; tel. +49 421 66040; fax +49 421 6604443; e-mail: info@lurssen.de; website www.lurssen.com.



TECHNICAL DATA

LOA: 60.00 metres – LWL: 51.77 metres – Beam: 11.43 metres – Draught: 3.50 metres – Construction materials: steel and aluminium – top speed: 15.5 knots – range at 12 knots: 7,000 nm – engines: 2x1,979 HP Caterpillar 3512 B – stabilisers: Quantum QC 1800 Zero Speed – Fuel capacity: 150,000 litres – water capacity: 28,000 litres – classification: Lloyd's Malta Cross 100A1, SSC Yacht Mono, LMC G6, UMS, full MCA compliance.



design

TURRETS: DISTINGUISHING MARKS SUPERCEDE FUNCTION

by Y Design

In the large, engine powered mega-yachts, the light supporting struts or turrets, essentially carry out two tasks: firstly they allow the lights to be placed at the correct height required by regulation (to be explained further later); secondly, they house at the correct height, much of the navigational equipment such as radar and radio antennae, SAT-NAVS and GPS aerials so as to avoid interference with the superstructure.

The positioning of the turrets themselves is also susceptible to rules and functionality requisites: the main turret (in the stern) is always the highest and is usually placed above the

Index: Whilst carrying out our morphological and functional analysis on superyachts subject of previous discussions, we have always had subdivision by macro-areas (stern, bow, hull areas etc.) of the object boat very much at heart, choosing not to list amongst these, a theme rather than a macro-area, which makes a superyacht more beautiful than others: the turret.

highest point of the superstructure to avoid interference. The shorter turret or light supporting strut in the bows must be located in accordance to the regulations, in the first quarter length of the ship, is always shorter than the main turret and strictly only holds the bow lights and the acoustic sounders.

The set of rules to be taken as reference when tackling rights of way, signals or lighting issues at sea is made up of an international agreement called "International Regulations for Preventing Collisions at Sea" dated 1972, usually condensed to

COLREG 72. It has been ratified by over 150 countries all over the world.

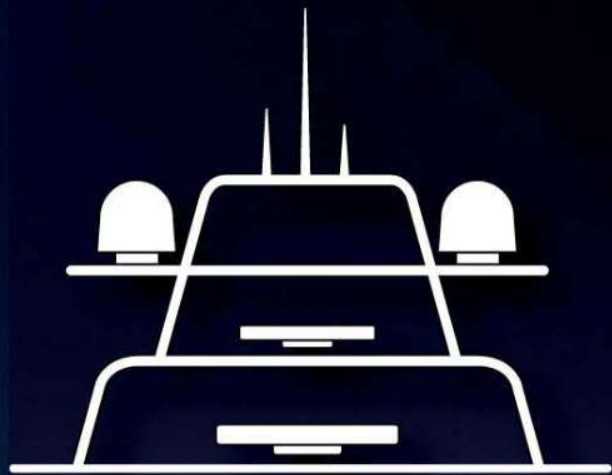
The pertinent letter for our purposes is "C" that describes the requisites to be followed in terms of numbers and positioning of the lights to be kept on board. More specifically Rules 23 and 25 respectively deal with lights' positioning on board both for motor and sailing yachts.

For the motor yachts under an LOA of 50 metres, a single strut or turret is sufficient, whereas LOAs over 50 will necessitate both a stern turret as well as one in the bows. As we have mentioned the latter needs to be shorter because the Regulations state that the light on the bow one must stand at least 4.5 metres below that of the principal one.

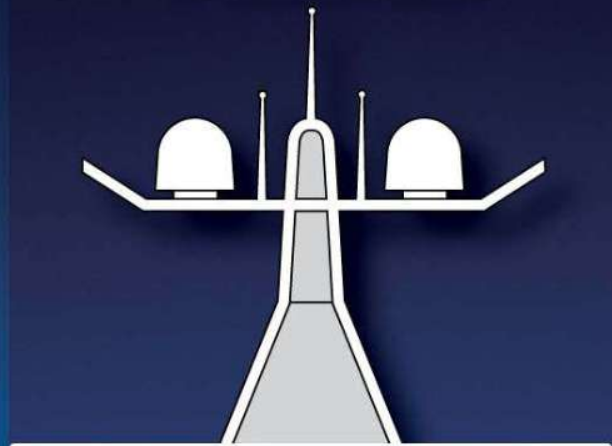
What about height levels? These are also foreseen by the Regulation in some detail. Should there be a single strut, the white light on top of it will need to be placed at a distance above the deck equal to the size of the full beam, whereas in the presence of two light supporting struts, the main one will display a light a minimum of four and a half metres above the corresponding light on the bow strut.

Should we take a 40 metre motor megayacht as an example (that normally carries a beam of 8 metres) the main strut will stand 8 metres from the deck, whereas a motor superyacht of 80 metres, with a beam of approximately 13.5 metres will stand at least 18 metres "only" stand 13.5 metres high

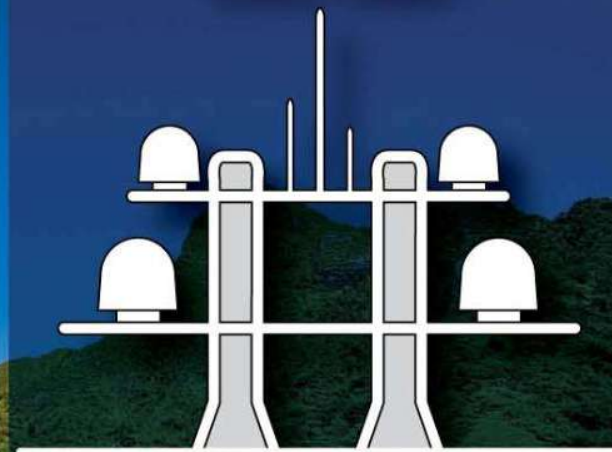
above the deck.



A - SHAPED TURRET



SINGLE TURRET



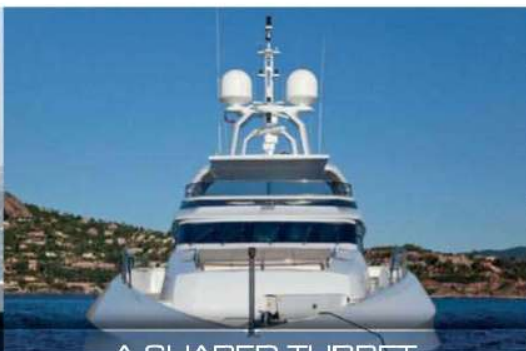
TWIN TURRET

distinguishing marks supercede function

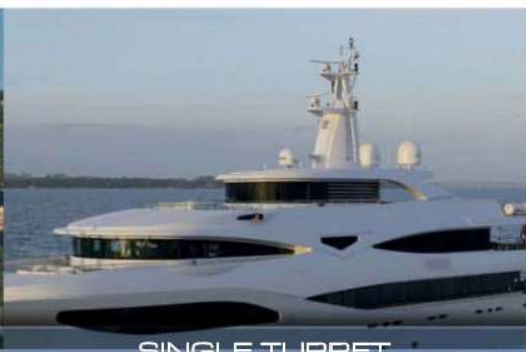
These simple examples also explain how a formal element such as light supporting struts or turrets not only represent an important attribute geared to the size of the hull, but is a necessity to fulfil regulations in respect of large yachts.

The scenario changes for mega sailing yachts. When a sailing yacht is motoring at night from a regulations point of view it must be treated exactly as a motor yacht.

This of course causes no small a problem, especially for the bow strut which is hardly functional



A SHAPED TURRET



SINGLE TURRET



TWIN TURRET

on a sailing boat and could become dangerous under sail because of it getting in the way of the foresails.

Generally speaking in these cases it is preferred to by-pass the regulations by fitting the required light at a given height on a forestay, to be hauled up only when regulations would require it, or by using removable struts to be mounted only when no foresails are hoisted.

In as far as the main mast is concerned, nothing changes; the main mast is still used to fit navigation lights and equipment, albeit taking due consideration the angles the various aerals or antennae will have in relationship to the sails and rigging.

The structure of the struts or turrets is also very important since they house all the navigational

and communications apparatus such as radar Radomes and SAT-NAV aerials.

An inadequate structural size therefore may cause vibration or excessive movement of the antennae which could severely prejudice the proper functioning of the apparatus.

This is why the turrets especially sometimes look so "chunky".

Another important aspect regarding comfort rather than working order, is tied to the fact that since the turret stands quite high it's exposed to very strong winds and if its shape isn't right it

can provoke turbulence and structural noises that can be audible below.

Construction methods can be divided into three large families. The single turret version is no more than an evolution of your popular typical lights struts, scaled up to adequate dimensions to host the required extra weight brought about by all the equipment mentioned. Vertical antennae are fitted to the top of the structure whilst the Radomes rest on one or more horizontal structures. Another "family" mainly belonging to the larger superyachts, is the "twin turret" version where two parallel struts host horizontal "ledges" that in turn host the Radomes. The struts are also used to funnel exhaust fumes from gen. set engines on board. Finally let's turn to the most popular solution also adopted on smaller yachts: the "A-shaped" turret deploying two or more horizontal platforms to accommodate antennae and Radomes. As height increases the horizontals become smaller and the top one may be substituted by a central vertical structure.

From a design point of view, the presence of turrets has stimulated naval Architects to come up with new shapes and uses that these would fulfil. Sure enough, between the bow and principal turret the latter has received the greater attention. This is no surprise of course since, whilst the bow lower one doesn't need such an in depth study other than succeeding in making it look as unobtrusive as possible vis-à-vis overall looks, the main



turret constitutes a true "terminal vertical system".

We like to refer to a "terminal vertical system" since the boats we are referring to or better said their designers, treat the subject as a complex architectural issue made up of functional, formal and structural priorities that truly turn it into a "System". Indeed as a "terminal", other than performing the task it was made for; that is to support and house all the equipment to run many of the yachts' safety aspects when at sea, in our humble opinion it represents one of the toughest design issues to surmount from both a functionality and design stand point. Furthermore, the link between turret complexity and overall length of the boat is totally indissoluble. This doesn't of course mean in absolute terms that all yachts above a certain length must have more functions for their



design

Turrets;

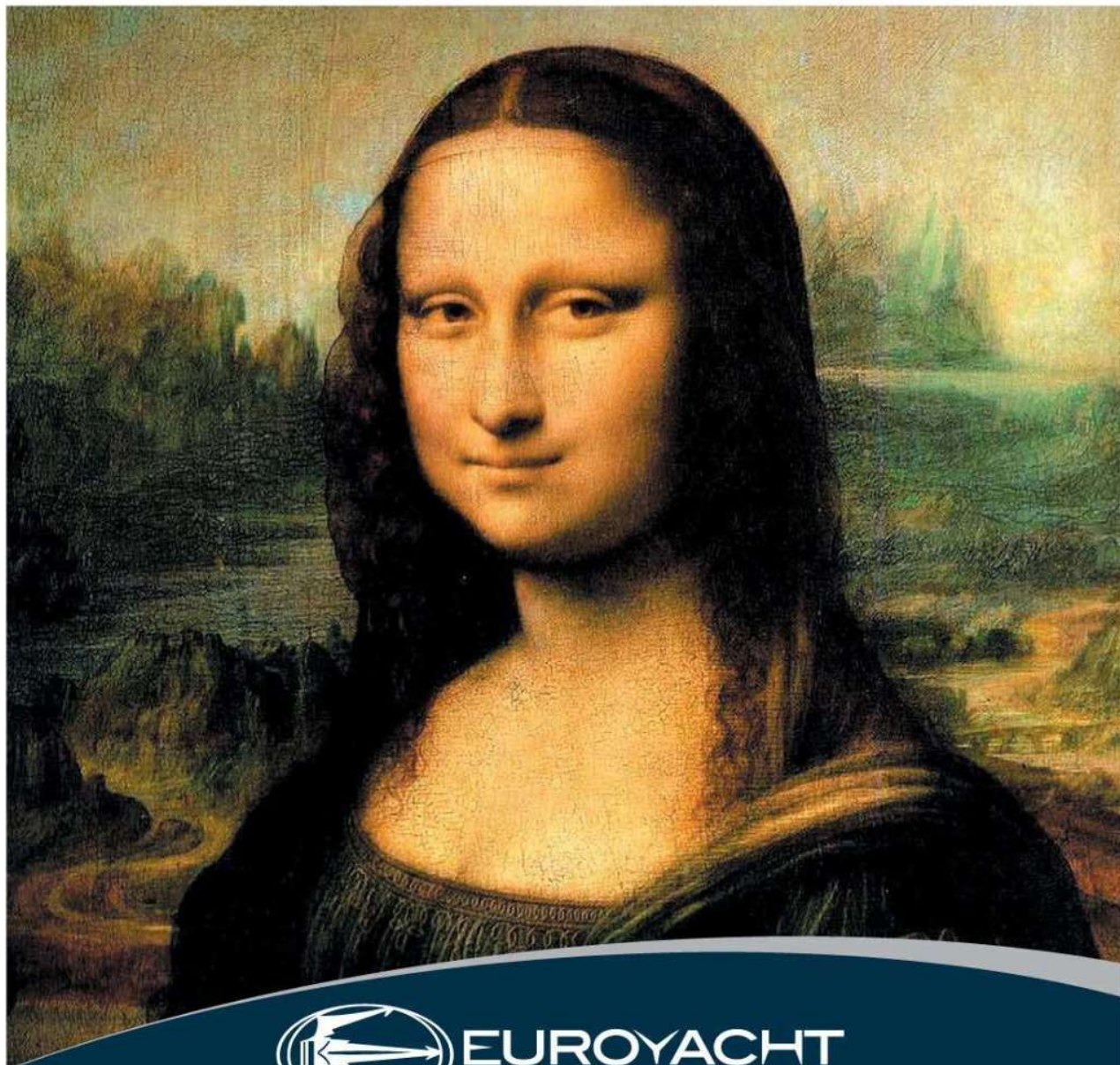
distinguishing marks supercede function

turrets to perform. It is however easier to imagine how by increasing the size of decks and length, the main turrets may acquire greater identity or, better still, become the superyacht's unquestionable "distinguishing mark". Because of its terminal and "emblematic" status, the design project is certainly highly influenced by this "presence". Hence a number of different approaches are open to the designer: One approach is to achieve perfect continuity with the lower decks, perfectly integrating the turret in the overall masses of the superyacht, another could be quite the opposite to create a clear break with the rest of the boat or perhaps opt for somewhere in between overall style and design "independence", that the turret should demand in the fulfilment of its "equipment turret" status. Taking a closer look at the stern turret one could divide the terminal into two spaces: area A, which performs a specific task in accordance to the owner's and Architect/Designer's wishes – area B, smaller and only accessible to crew and qualified staff.

Area A could then either be covered, and therefore be used for other tasks such as acting as an arrival point from the lower decks, bar or dinette area or anything else that may require an hermetically enclosed area, or be opened as a sun-deck for outdoor activities. The latter would necessitate a large roll bar to support the weight of area B. Projecting current trends in order to hazard a guess as to what future design may bring, a plausible hypothesis could be that all be forged into one where spaces, turret and superstructure become a single part of one another.

Furthermore, it stands to reason that this fusion may become a reality when technological ability, which is forever aiming at miniaturisation and at integrated management systems, will act as a catalyst to kindle creativeness and to break new frontiers both aspects being fundamental to good and sound designing.





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Perini Navi Fivea

by Angela Colombo



Fivea is a 45 metre sloop launched last spring at the Perini Navi yard in Viareggio, in Tuscany, and is the third of a series the first of which was Heritage, launched in 2006, followed by Helios last year.

With Fivea the Perini Navi fleet reaches 48 yachts, whilst with this yacht this particular series is enhanced by one with numerous technical innovations. The design is by Perini Navi's team of naval architects in collaboration with Ron Holland and the most obvious novelties include the twin Cat C18 ACERT engines set in the engine room amidships and the new profile to the aluminium superstructure, now sleeker and more aerodynamic. Fivea has the typical upper deck with the open-air helm station and an ample relaxation area, a feature that Perini Navi introduced on this type of yacht and that despite repeated attempts at copying remains one of this yard's distinctive marks. The whole look of the yacht remains slim and speedy looking, thanks to a well proportioned coach roof that's windowed right the way round, something that lends it a pleasing appearance. As said, Fivea is the third Perini Navi 45 metre Sloop to be launched, a circumstance that has undoubtedly brought a number of advantages in that the previous ones acted as a basis for development and the achievement of even better results. This can be seen in the various decisions taken and solutions adopted, some completely new and others not, as for example the two tenders, one of which is completely hidden below decks in the bows, whilst the other is in a stern garage that opens to the side and is equipped with a very simple and effective system for launching. This leaves the whole of the stern area free from any manner of impediment that, together with the stern transom that opens to become a beach, makes it possible to have a highly functional range of









Fivea







Perini Navi Fivea

dedicated relaxation areas that it would have been otherwise unworkable to achieve. Furthermore the side opening for the garage acts as a handy tender docking station alongside, which can be used as an alternative to the stern beach. Another interesting feature and one that gives a sense of continuity is the central passage which, when the beach is open, goes from there right through to the cockpit's covered section. In this area, which you can reach from astern through a central passage, there are divans, tables, and coffee tables all tucked away out of the sun under the overhang and thus offering an alternative to sunbathing. Yet the different areas are all linked together so as to ensure a convivial atmosphere whether you prefer the sun or the shade. Another relaxation area is in the forward part of the main deck, where an open air salon with divans and coffee table provides a comfortable place where to enjoy a good measure of outdoor privacy both at sea and in port. As to the interior, what is most noticeable is the sober and nautical style chosen by the owner; indeed, everything is inspired to a classical marine style where the broad use of teak for the furniture and wall panels for example alternates with the white ceilings. As is the case with all Perinis, great attention is dedicated to ergonomics and the overall level of finish, but what is really remarkable is the general marine feel that pervades the boat from bow to stern, there being not one single area where you can forget you're on a yacht. Unquestionably, the owner has very clear ideas on what he wants for his holidays at sea, also in terms of technology, and in particular the powerful rig with its 1,200 m² off the wind and 900 to windward, on an aluminium mast built by Comparto Alberti at Perini Navi that's over 51 metres high, coupled to a carbon fibre boom. Going back to below decks, the crew's quarters are in the bow, with independent access and walkways and their own relaxation area, all of which is situated close to the ship's powerhouse, with direct access to the area with the technical plants and engine room, as well as the helm station. The engine room just forward of amidships, separates the crew's quarters from the area dedicated to the owner and his guests, for whom there are two identical cabins with twin beds and bathrooms en suite amidships, astern of which there is a VIP stateroom with double bed and its own bathroom, and behind that the massive owners suite that covers the breadth of the boat,

TECHNICAL DATA

LOA: 45.00 metres – LWL: 37.25 metres – Beam: 9.73 metres – draught: (keel down) 8.79 metres – draught: (keel up) 3.94 metres – hull: steel – superstructure: aluminium – displacement: 370 t – engines: 2x680 HP CAT C18ACERT – cruising speed: 13 knots – range at 10.5 knots: 4,000 nm – fuel capacity: 28,000 litres – water capacity: 7,000 litres – mast height: 52 metres – sail area: (windward) 900 m² – naval architects Perini Navi/Ron Holland – interior design Perini Navi – classification ABS Malta Cross AI AMS Yachting Service + MCA.

with dressing table, office desk, and a large bathroom with separate WC. In the forward section of the coach roof there is the internal helm station, where together with full instrumentation and the control station for the sails there is also a charting and communication area on one side and divan on the other; the whole in a separate area but linked to the living room thanks to some partitions that do not close it off entirely. A choice this last, that meets with our full approval, as it allows one to enjoy the sailing with a view forward, to the sides and astern, whilst comfortably seated in the living room area. The coach roof also holds the dining room, an area with divans and coffee tables, the bar and the winding circular stairway that gives access to the upper deck, which is dominated by the external helm station and equipped with sun pads. This is a yacht that is another excellent example of what Perini Navi can do,

thanks to its excellent team of interior designers and its outstanding workforce, but also production units that allow it to manage all phases in the construction process with the utmost care. Perini Navi's fleet continues to grow, and now also includes motor yachts produced by Picchiotti, another of the group's yards, such as the Vitruvius 50 m we have already had occasion to talk about in these pages, the 55 m Ice Class to be launched in 2011 and a 73.30 metre to be delivered in 2013. The yard is also very busy in the sail department, having recently delivered a 9th yacht in the 56 metre series, the tenth of which has also been sold and is currently under construction together with a number of other interesting new projects we'll be talking about soon. For further information please contact Perini Navi; via Coppino 114; 55049 Viareggio; IT; tel. + 39 0584 4241 fax +39 0584 424 210; e-mail info@perininavi.it; website www.perininavi.it.

Fivea





Modern Interiors

Manifiq

by Lino Pastorelli

Savona 29th May 2010. Under a typical Ligurian sky, its full dressing wafting in the breeze, Manifiq, Mondo Marine's latest superyacht, is ready for delivery.

Authorities, delegations from the coast guard and other police forces, all lined up together with the yard's team, the raising of the flag, national anthem, the business: all the emotional power of a traditional maritime ceremony to show the level achieved by this half Ligurian half Piedmontese yard in the elite world of superyachts, a position earned with the launching of some sixty boats, all of which in the superyacht category, in thirty years of activity.

This yacht is the seventh in the 41 metre series, whilst standing nearby, in its (beautiful) glinting raw aluminium livery, number eight is ready to pass on to the finishing stage. Each of these yachts, based on similar semi-displacement hulls, is developed to the designers' interpretation of the owner's indications and needs. In this case the overall lines are by Cor D. Rover, at home at the Mondo yard, who took us for a guided tour, explaining how he reconciled the owner's request for a full three decks with the need for sleek lines and a good balance between internal and external spaces, both on the main

deck and the other decks.

A result achieved thanks to a well balanced sloping of the lines astern, the sleek looking window panels, almost aggressive for those of the owner's suite, the sporty look of the windscreen and design of the superstructure, even if nothing exceeds a more than classical elegance. "... design has to be timeless..." is one of this Dutchman's basic tenets.





Mondo Marine Manifiq

It should here be noted that this series of ships have the same semi-displacement hull and engines, and thus their speed depends exclusively on displacement; in Manifiq's case, the third deck and the wealth of fixtures and fittings (wood, marble, accessories) allow for a top speed of 19 knots, with a cruising speed of 17, which in any case corresponds to what is specified in the contract. Sister ships with just two or two and a half decks comfortably reach 20 knots.

It is Diego Deprati, Mondo Marine's CEO, who tells us about how these descendents of the famous Blue Belle of 2003 have evolved, pointing out how now every part of the hull is one hundred percent in-house made under virtually total quality control. Production manager Angelo Giaccone instead tells us about the logistics and construction techniques. Mondo Marine, a nautical brand that belongs to the Stroppiana family, industrialists in Piedmont, has two production plants: one at Mondovì near Cuneo, and one at Savona. Initial work on the aluminium plates, cold moulding and welding in parts still small enough to be transported, is carried out at the factory in Piedmont. Then, at the yard by the sea, the hull, superstructure and engines are assembled together, and the yacht is fitted out.

The thickness of the alloy plates for the 41s is considerable: 13-14 mm for the bottom and 7 mm for the topsides of the hull, whilst the superstructure is 5 mm; also the steel yachts built by the yard, normally larger than this one, have aluminium superstructures. Manifiq, as do all of its sister





ships, has stainless steel mooring fittings (hawses, mooring tackle, fairleads etc.) all cast specially for this model; the yard has no production line, each and every piece is custom made. All the technical aspects are carried out with great care, using state of the art equipment, and the engine room is absolutely spectacular. The garage astern hosts a tender, Jet Ski, diving gear and other equipment whilst the lifeboat, which can be launched in all weather conditions and is a requirement for yachts registered for charter, is stationed forward on its davits. Comfort aboard is assured both underway and at anchor by stabilizer fins.

Interior designer Luca Dini tells us more about this project. "The idea of an elegant yet classical interior met with the full approval of the owner, who, after an initial input, basically left it up to us to take all the decisions. The Art Deco inspired interior adapted to modern needs has produced a refined aesthetic effect, where the typical materials of that period blend perfectly with the graphic design, luxurious yet warmly welcoming". It is Dini's team, among them Silvia Margutti and Gabriele Tartarelli, who show us round this luxurious neo Deco blaze.

On the main deck a curved sliding glass door opens into the living room area where the absence of partitions gives a feeling of open space that not even the polished dark wood panelling manages to subdue. There are three different types of ebony: almost black for the walls and some ceiling panels, veined for structural furnishings, with a red flare and decidedly more frivolous for freestanding





components. The lines, in all their aspects, give a common imprint to each area, albeit through the use of different materials: polished steel, horn, mother-of-pearl, printed leather, ray, rhomboid and square patterns appear on the surfaces, on the glass panes, defining volumes and spaces. A relaxation corner with an ebony chaise longue greets visitors as they enter the living room; there follows a lounge area and then a dining area with chairs in matching style and a steel and ebony table. Armchairs, sofas, lamps, and frames are all top of the market, matched together with taste in a decidedly personalised way. There is a 46" TV that disappears into a piece of furniture to the side. All lighting is LED, managed through the ship's automated electronic control system and controlled by elegant switches; so as to better define shapes, there are also some appropriately recessed lights.

Access to the various decks and the owner's suite on the main deck is through the



Mondo Marine Manifiq

lobby. Here we find a first very elegant dressing room with many functional features that are unusual in this type of room. There follows a study, adjacent to a dressing table, and then the imposing full width stateroom where alternated printed leather and polished metals, together with the ebony, wall to wall carpets and polished lacquer, emphasise the whole style of the yacht.

The bathroom, opposite the dressing room for the lady of the ship, has elegant painted aluminium wash basins with tops in Velluto marble, whilst for the shower and walls Calacatta and Noir St. Laurent are alternated so as to define niches, paving and gratings. An engraved glass pane separates the areas. The stairs, in eco-suede and with a false ceiling in ebony, lead to the lower deck, where a fairly classical arrangement includes two VIP suites, amidships and forward, with guest suites along the sides. The common denominators throughout are the stylistic features, including squared fascia, stylised areas and volumes, and contrasting materials. The play is above all on marbles and leather. Forward, in the bathroom, for example, there is a rich alternation of Yellow Siena and Port Laurent, whilst amidships, in line with the dominant colour scheme, it's Multicolour red that harmonises with the Golden Spyder of the walls and a splendid sink in black stone.

In the showers, so as to give the impression of dilated volumes, a material dear to the decorative arts is used: mosaic, in a range of tones and effects. The beds, the silk, the Alcantara, the lacquers, the carefully matched ebony, albeit in different tones, ensure the same look also in the cabins to the sides, of which the one with twin beds also has a Pullman fold out berth.



Below and forward are the crew's quarters, with three cabins and a crew mess with galley, in brushed steel and equipped with Miele and Gaggenau appliances. On the upper deck, apart from the self-contained helm station which is fully equipped with the sort of state of the art navigation gear you'd expect on this kind of yacht, there is the fair-sized captain's cabin, featuring the same design and materials as the others, to the point that it could be mistaken for a guest cabin. The saloon on this elevated deck is made so as to be identical to a cinema, it can be totally blacked out, has a corner bar, ten comfortable armchairs, a 60" LCD TV and roll down screen with a projector recessed into the ceiling. Outside, an oval ebony table protected by the flybridge overhang can seat up to ten. The vast sofa astern uses a play on



cushions so as to further enhance its richness and size, something that is also done on the main deck. The layout of the sundeck includes plenty of open spaces that give a great sense of airiness; the stern section has a mini Jacuzzi pool set into the sun pad in teak, and a bar cabinet in the centre, forward of which is a lounge area with armchairs and tables that can be removed if need be. The top section of the superstructure, the lines of which are made to blend with the rest of the vessel, is large and shaded and on it is an impressive array of communication aerals and transducers. For further information please contact: Mondo Marine S.p.A., Lungomare Matteotti,6- 17100 Savona -Italy – tel.+39 019828516 -fax +39 019823418 – mondmarine@mondmarine.it , www.mondmarine.it



TECHNICAL DATA
 LOA: 40.50 m - Beam: 8.50 m - Draught: 2.15 m - Fuel capacity: 48,500 litres - Water capacity: 8,500 litres - Engines: 2 x 2,285 HP MTUI2V396 TE94 - Generators: 2 x 67 KW Northern Lights - Range at 12 knots: 3,000 nm - Water maker: 1 x 8,000 litres per day - Stabilisers: VT NM520 - Class RINA: C Hull – MACH, Yacht (MCA), Long Range



Mondo Marine Manifiq

S
art

400 GUARDIANS OF THE SEA

by Laura Sabatello - Photos by Jason de Caires Taylor

www.underwaterasculpture.com



"Silent Evolution",
the latest colossal
installation by Jason
de Caires Taylor.

Jason de Caires Taylor is the author of life like evocative sculptures that can transform into highly surreal works of art thanks to his closest aides de champs: the sea, constantly shaping them with its currents; as water filtered light brings about changing colours while the occasional passers by (inhabitants of the sea) seem to enhance the expressive powers of the work.

His latest accomplishment: "Silent Evolution" foresees the installation of some 400 sculptures in the depths of the Mexican Sea, in the Yucatan Peninsula, thus creating an artificial barrier in the national



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art



The Museum lies at a depth of 10 metres so as to be reached easily and better exploit available light. Scuba divers have the privilege of being able to look at the works of art from every angle, all others use submarines with enormous glass panels... children love these.





Park of Cancun. The Mexican barrier reef is not far from this spot and attracts far too many tourists, approximately 750,000 each year, enough to cause the gradual demise of both marine flora and fauna hence serious ecological damage.

The intent of this "Bio-Artist" is to shift the attention from the natural barrier to an artificial one with the opening of a real underwater museum (Musa) that was inaugurated on 27 November last on occasion of the United Nations Congress on climate change. It is the largest museum in the world, inhabited by sculptures the artist specially treated in order to reclaim this "sector" of the sea. Today the museum comprises four different installations: "The Garden of Hope", "The Archive of Dreams" "Man on fire" and the gigantic "Silent Evolution", which spreads over a surface of some 420 sqm. The characters portrayed are made from casts of real people: nuns, children, acrobats, rangers, fishermen amongst others: a true gathering of people in defence of the marine habitat, this is what the sight of this metaphysical "humanity" inspires. It is a wonderful idea of course, to look at these works of art of ever changing colours, without any walls in the background, visi-



400 guardians of the sea



400 guardians of the sea



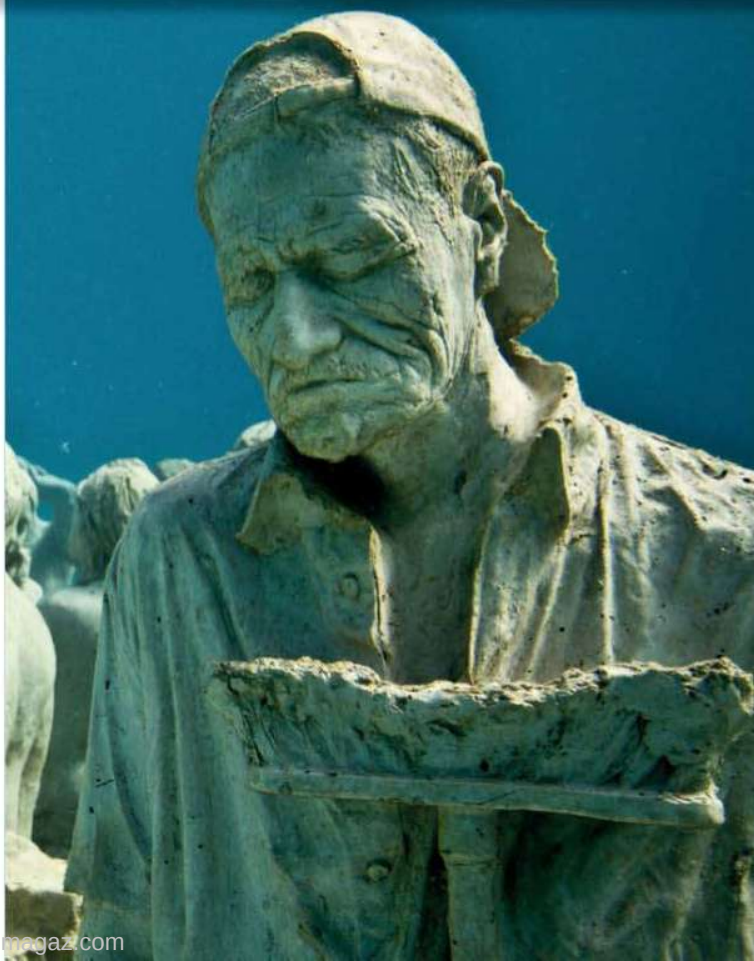
Jason first makes figures out of chalk, then makes silicon moulds and finally passes onto cement and concrete with a steel armour. He applies rows of dead corals over the last covering layer which is porous to help them catch on. Jason Taylor has been a diving instructor; in 1998 he obtained an Honours degree in Sculpture and Ceramics from the Camberwell College of Arts. In 2006 he received International recognition for the very first underwater sculpture park in Grenada, a small island in the Caribbean.

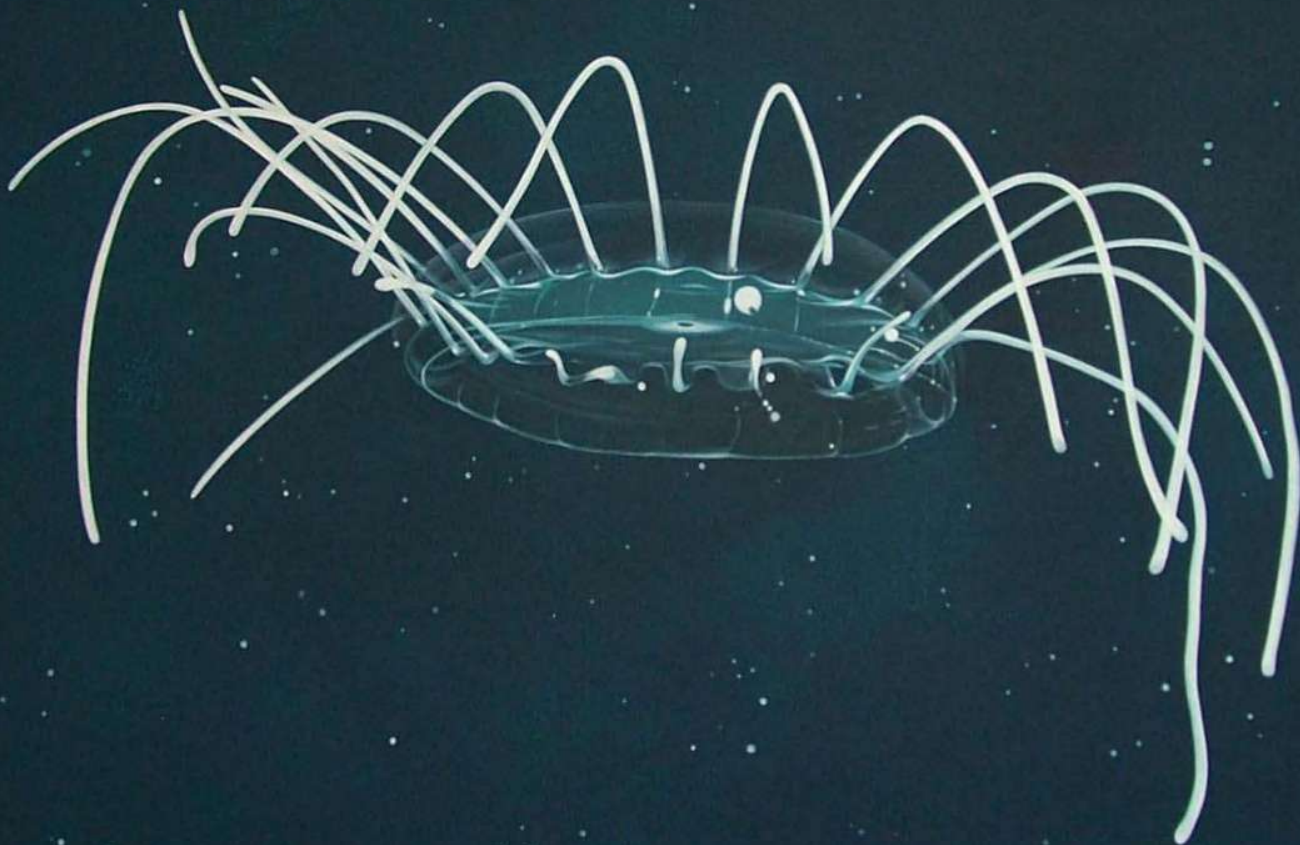


ble from every direction and far from hordes of people often queuing for ages to catch but a side glimpse of the work of art (as often happens at popular city exhibitions), it all has a near mystical flavour about it. One will see the sculptures with the same enthusiastic wonder as when a child begins to go under water with mask and snorkel, as the shapes in the distance gradually appear clearer to him. The same emotion is provoked here, the visual impact upon seeing the

man size figures is very powerful. They are so realistic as to make everything seem possible and at the same time "magical". Thus cyclists, writers, men and women

lying down seemingly emerging out of the sand, appear to us as emblems of life and death, as far away calls suspended over a mythical place, which is ancestral and highly evocative because plunging into the water means returning to the motherly womb, to cleanse and test our unconscious. One looks into their faces as if they were the Oracle and one awaits a sign, the announcement of an Epiphany. Spielberg had already thought of this in "AI" when the young android (a futuristic Pinocchio) finds the statue of the good fairy in the waters of a ghostly Manhattan and sees his wishes come true in the depths of the sea, as the last phrase of the film recites: "in the place where dreams are born".





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ISA

by Angela Colambo

630

The latest born *chez* ISA, International Shipyard Ancona, is a 63 m motoryacht which stands out for its refined design, with furnishings and technical solutions aimed at those wishing to cross oceans.

The new ISA 630 is a further example of this Italian yard's productive capacity, which confirms its will to play a leading role in the international yachting scene dedicated to superyachts with this boat in particular. A whole team of engineers, technicians, and designers have been totally involved in this important project by working closely together to make the owner's dream come true. Andrea Vallicelli for the exterior design, who worked with the Techni-

cal Department at the ISA yard from the first basic outline conceived within ISA up to the formal completion of the concept. Among the visible things that clearly stand out from the drawing board is the choice of a wide body configuration along the bow end of the main deck. It's not surprising that this area is totally dedicated to the owner's suite, where the stateroom boasts a double bed, a corner lounge to relax in with a sofa, a small table, dressing room and wardrobes, office, dressing table and a large private bathroom. Obviously this kind of suite placed in such a predominant area can't

International



al Shipyard Ancona

but offer a breathtaking sea view. The main saloon is situated along this deck as well. The dining area which makes up part of the saloon hosts a dining table which can comfortably seat fourteen. Then beyond it there are sofas, armchairs, coffee tables from which the sea view must be surely captivating.

Moving towards the stern we find an open air lounge in the cockpit from which an external stairway leads to the upper deck. Every deck is connected by an external set of stairs and a centrally placed circular winding stairway. There are a number of other specific passageways for the crew, as well as separate ones for the owner and his guests. The upper deck also stings another open air saloon contoured by a wet bar ca- other towards the bow, and armchairs and coffee tables access another saloon in- multimedia gear can provi-



International





Shipyard Ancona ISA 63





International Shipyard Ancona ISA 63





bridge is situated at full beam along the main deck towards the bow with access to the winglets through two lateral openings from the bridge to increase visibility when manoeuvring while another opening leads towards the bow or to the stairs descending to the main deck below. The captain's cabin is aft of the bridge, followed by an office, a bathroom and technical room. External stairs lead from this deck to the sun deck which can also be accessed by other stairs placed inside to port. Both sets of stairs lead to a huge area which is totally dedicated to sun bathing in complete relaxation, it's equipped with a generous pool, bar, sun pads, seats and low tables, large sofas and plenty of extra room for the more demanding. As to the lower deck hosting the guests' and crew's quarters where the layout is classical there are two double cabins and two with twin beds at amidships reserved for guests, followed in the bow by the



crew's quarters and mess with a private bathroom for each cabin. Four separate areas have been created in the bow to host various boat 'toys' including jet skis with davits to launch and recover them. The spacious garage hosts two large RIBs in the stern, a gym, a day head, a compressor to recharge scuba diving equipment, and a locker in which to stow other diving gear. The two RIBs can be easily and safely launched and recovered via two openings on either side of the hull. This is no doubt a yacht that lends itself equally well to private ownership and to charter parties, a yacht where guests and crew can enjoy extended periods of entertaining time cruising in uncompromising comfort. For further information please contact: International Shipyard Ancona; via E. Mattei 14; 60125 Ancona; Italy. Tel. +39071 502191; web site: www.isayachts.com; e mail. info@isayachts.com

International Shipyard Ancona ISA 63

TECHNICAL DATA

LOA: 63.00m – LWL: 56.38m – Beam: 12.00m – Draught: 3.30m – construction material: steel hull, aluminum superstructure – Displacement fully laden: 1,080t – top speed: 16.5 knots – cruising speed: 14.5 knots – fuel tanks: 130,000 litres – water tanks: 35,000 litres – range at cruising speed: 2,700 miles – engines: 2x2,400 HP Caterpillar 3512 C – classification: Lloyd's Register of Shipping, Malta Cross 100A1 SSC Yacht (P) MONO G&L, LMC, UMS, MCA code of practice, LY2, unrestricted.



40

CBI Navi

S

by Daniele Carnevali

Gattopardo VI

CBI is none other than Gruppo Fipa's brand name, masters in interpreting the concept of an aluminium and steel built displacing small ship. Gattopardo VI is a truly splendid example of the Italian yard's know how.

Italy is a country which is rich in versatile craftsmanship, and home to small local yards building small recreational boats but is also home to one of the most important groups in today's international yacht building scene. Fipa Italiana Yachts ranks high in international listings. Back in the 1970's Fipa was building in GRP, a decade later the company acquired Maiora which was then already a large yard nationally well known for the quality of its craftsmanship which today represents Gruppo Fipa's brand specialized in GRP fly bridge motor yachts. The successful sales track records of that decade were convincing enough





to call for expansion. Production was boosted with a department dedicated to clients' assistance and in the early 1990's Viareggio based Intermare Yard was taken over where steel and teak craft were being produced. Intermare's quays too were acquired that's where pre delivery controls are currently carried out. Fipa's story seemed to repeat itself once again when a further decade later AB Yachts brand joined the group, then production leader for large, high performance, GRP built open speed boats propelled with hydro-jets. The brand represents the group's sport line in today's market segment. The years that followed saw Fipa Italiana Yachts invest to further develop and expand its existing structure by purchasing premises in Massa with a production capacity of 40 yachts per year and new production yards in the Viareggio port. At the turn of the century Gruppo Fipa



CBI Navi 40 Gattopardo VI



CBI Navi



40 Gattopardo VI

could be considered among the market leaders in both fly bridge motor yachts and open ones too with the Maiora and AB Yachts brands. But something was still amiss. Since 2005 Gruppo Fipa has also taken part in the more lucrative construction of steel and aluminium displacing small ships with the brand CBI Navi di Viareggio which started up in 1984 specialized in building large made to measure steel and aluminium small ships. To date thirteen models ranging from 24 to 50 metres have been launched with another six currently on the drawing board measuring up to 53 metres. Among these the latest to have been launched is the 40 metre long Gattopardo VI officially unveiled at the latest Genoa international boat show, she comes from an established working relationship with the Dutch firm Ginton Naval Architects that has recently given birth



to the 36 metre Metsuyan IV. Gattopardo VI is made up of three decks plus a sun deck. The large interiors boast hand crafted refined carefully worked highly appreciated valuable materials by the craftsmen at the yard. The style is typically classic. Not wishing to pursue any trendy fashion there are several pieces of furniture such as sofas and personalized details in the likes of armchairs that come from Italian companies namely Poltrona Frau and Cassina normally found embellishing classic modern living rooms and studies. In addition to rare essences and top quality leather



fabric Gattopardo VI quietly boasts wide use of onyx which is found in a variety of chromatic nuances almost everywhere. Orange onyx therefore adorns stairways and landings while aquamarine onyx for guest bathrooms, white onyx with a tinge of Persian green for the owner's bathroom. The subdivision of the interior layout comprises four cabins two of which are Vips and two doubles making up the guest quarters that are divided by a central landing, housing a stairway and a lift leading to the other decks. The crew's quarters with three cabins, and mess room are located forward of the lower deck. The full beam area forward of the main deck houses the owner's suite which is made up of a king size bed, a bathroom with hydro-massage tub, dressing table, a small lounge corner, office and a walk in dressing room.

Behind it astern the remainder of the deck is for all to enjoy, with a small central dividing space which separates the owner's suite, galley, and day head from the dining and main saloon areas. Out on the same deck in the cockpit there's another saloon dining area equipped with a large table. The deck above houses the wheel house situated forward which sports a double cabin for the captain, astern of which an elegant



CBI Navi 40 Gattopardo VI

looking sky lounge unfolds revealing a corner bar, a 65" flat screen TV set placed in a cabinet while the adjoining terrace offers space enough to dine in comfortably and can host one of the tenders. The other tenders are normally stowed inside two garages situated in the bow of the main deck and in a hangar which is accessed from the stern transom. The sun deck can be accessed by the lift as well. It's made up of a lounge situated beneath a hard top, a stern area dedicated to tan fans

That's equipped with sun pads and a Jacuzzi. As for cruising the 40 metre CBI Navi

thanks to its displacing hull and bulb can reach 14 knots, with a cruising speed of 10 it can cover 4,900 miles. The hull lines and bottom have been specially designed with comfort in mind but Zero Speed stabilizers accrue to the ship's comfort by starting up when at anchor.

For further information:
CBI Navi; Via Giannessi;
55049 Viareggio (LU);
tel. 0584 38191; fax
0584 3819333; web;
www.cbinavi.com



TECHNICAL DATA

LOA: 39.20 m – Beam: 8.40 m – Draught: 2.35 m – Fuel capacity: 45,000 litres – Water capacity: 6,000 litres – Engines: 2x850 HP CAT C32 – Top speed declared: 14 knots – cruise speed declared: 10 knots – Range at cruising speed: 4,900 miles – Range at 7 knots: 7,000 miles – Construction material: Steel/aluminum.

TUG-BOATS, WHAT A PASSION!

by Carlo Nicolini

There have been various reported attempts to convert ex working vessels into yachts: fishing trawlers, ice breakers and more specifically, tug-boats. A boat for less money, is that the idea? One should know the state of this market to be able to answer the question and, objectively speaking the market would warrant the use of tug-boats since ships are now much larger than they used to be and hence require much more powerful tugs. This aspect aside, modern ships now have sophisticated on board manoeuvre systems making them autonomous in most ports. The result of this is that Harbour traffic authorities needed to rid themselves of the old trawlers no longer up to the job and have done their good working song in other words, level is not the only cause it costs quite

ne so at a competitive price in comparison to scrap value. Given order they were sold for a However, the low entry incentive to buy be a bit of money to

It really does take quite a passion to turn an out of commission old tug-boat into a comfortable and efficient cruising ship. Here's is the story of the San Gennaro.



Angelo Ficcadenti,
owner of Cantiere
Ortona Navi
and Maela Lenci,
owner
Lenci Marine





convert a tug into one's dream boat. Aside from the conversion to a different use per se, a complete refurbishment or replacement of the various apparatus is always necessary and also reason for the owner's extensive gloating over his new spit and polish engine room or a helm station which is the perfect blend of original dials and latest equipment representing the epitome of desirability.

Let us tell you about the San Gennaro, a tug-boat of 30 metres built in 1964 by M&B Benetti of Viareggio – Italy. It was moored in Naples, standing idle but still looking the part. It happened to kindle the imagination of one of the rare owners who tend to shy away from modern rocket shaped imposing mega-yachts and after buying it found he owned a few tons of steel that moved and functioned but that little resembled today's leisure craft. The time was ripe to commission a designer with plenty of imagination and a yard that would be capable of fitting the new without compromising the old. On occasions such as this, the relationship between yard and designer must be very close.

It is up to the Yard to assess on the spot whether a specific 'grafting' of old into new is feasible or not and to do this the entente with the designer must be complete. In this case study the project was given to Maela Lenci and the Navi owned by Mr Angelo Ficcadenti.

The designer concentrated her efforts in keeping the superstructure as low as possible in order for it to blend nicely with the tug's





low sides thus bringing the forceful stern to the fore and giving the boat a pleasant and unmistakably sea-strong look.

San Gennaro has four decks: starting from the highest we have the Fly consisting of a vast open area with a second helm station at the bow end and the original fire extinguishers mid-ships – the upper deck hosts the bridge and the owner's cabin – the main deck has a bright dining area in the bows, a large galley and moving sternwards, a saloon stretching onto the semi-open cockpit – below deck there are two double cabins and a single with bathrooms en-suite for the guests, whilst the crew uses two doubles with amenities located in the far stern of the boat. The quality of the project is also apparent thanks to the stylish interiors which are all very roomy, fresh and elegant without being excessive: a welcome feature after so much décor deployed in many yachts that in terms of practicality, and style have very little to share with the sea.

The Yard's job to refit a tug-boat isn't easy of course, given the complexity of the structural work required which takes the same know how that's applied to building steel ships. Ortona Navi has the expertise required stemming from years of experience in both commercial ships and leisure craft. The first step was of course to get the boat to the Yard and straight after tying up at the yard's premises the boat was hauled out high and dry and her old deck house removed together with the engine upon which the lengthy work of a complete rebuild would shortly commence. Had this task been carried out in the





Tug-boats, what a passion!



Tug-boats, what a passion!

water, the tug would have capsized since the weight of the engine constitutes an essential part of the ballast. The next step was to completely gut the boat only to leave the outer shell which was duly washed, sand-blasted and repaired where necessary to complete the renovation procedure. This work necessitated specific competence given the extensive use of nails in the original construction. Meantime the engine was completely dismantled, re-bored where necessary and then rebuilt anew. Generators and electrics were replaced outright as was wiring and piping as well as all the various apparatus which served a number of services on board. At the owner's request, the wheel and rudder ensemble was kept original but was of course thoroughly overhauled. While the engine room refurbishment went quietly ahead, the light alloy superstructures were built and wood carpentry done. At the owner's request a number of original features were preserved and restored such as the binnacle housing the compass, the voice line to the engine room, other voice pipes and other interior and exterior items which will all serve to permanently recall the boat's origins.

One year's work and one hundred thousand man hours is what it took Ortona Navi to complete San Gennaro's refit, time well spent given the result. The dilemma is: is it worth spending all that money to then have a sort of hybrid that cruises at 10 knots and has a draught of 4.05 metres? The answer is yes, it is worth it if you like those lines, if you like the tunes of the ongoing engine which constitutes the very heart of the boat, and if the certainty of having an unbreakable object to challenge the sea with pleases you and satisfies your passion.



TECHNICAL DATA

Navigational limits: none – Shipyard: M&B Benetti – Viareggio – Year of manufacture: 1964 – Conversion to Motoryacht by: Ortona Navi in 2004 – Ensign: Italian – LOA: 29.39 metres – Beam: 7.7 metres – Maximum draught fully laden: (under prop) 4.05 metres – Displacement: 347 tons – Engine: Mann 1051 HP at 360 revs/min – Hull and superstructure Construction material: Steel/Aluminium – Fuel tanks: 64,700 litres – Water tanks: 9,340 litres – Waste water holding tank: 2,740 litres – Guest Cabins/Guest bathrooms: 3 (twins) / 3 + 1 Crew's cabin and Bathroom: 1 Captain + 1 (twin) / 1



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Pershing 92'

by Luca Borro

S

Like all previous Pershings designed to date by Fulvio De Simoni, the Ferretti Group brand has asked him to design this new Pershing 92'. It's an open motor yacht that has a taught and all-encompassing look to it and that fits neatly into the range produced by this yard from the Marche in Italy, right between the classical Pershing 80' and the larger Pershing 108'.

The distinctive Pershing design features are all there: large window panelling on the coach roof and in the hull, a large cockpit, as on all Pershings, and the open air living room area forward, in a mix of design and functionality.

The Pershing 92' does however introduce some interesting and original novelties such as the "pearl white" colour scheme, unusual and new for the yard. Among other things, this rather particular colour scheme tends to enhance the contrast with the dark windows and also the teak in the cockpit and on the stern beach.

The external layout gives ample space to open-air relaxation areas for guests.

In effect, the ample cockpit astern has two divans one set opposite the other and with a low table in-between. A bar goes to complete the area, which is separated from the living room by glass doors that, thanks to a servomechanism, slip down into the floor.

Forward there is a living room area with a circular divan in front of which is a table that can be raised and opposite which is a large fixed sun pad.

The Pershing 92's predisposition towards living the sea at close quarters is also evident on the sundeck, which is large enough to guarantee plenty of space for guests and a good measure of privacy.

The modular design of the furnishings adds further space and comfort for sunbathing, as for example with the table in front of the circular divan that can be lowered to make one big sun pad. A broad staircase gives access in greater safety.

Astern, in the area next to the engine room, there is a very ample garage, that can host a tender and jetski, which opens out onto a submersible platform, which makes it easy to launch and retrieve these vehicles.

The lines of the Pershing 92', albeit taught and all-encompassing, still allow for added space inside, in particular for the large saloon on the main deck, which is very bright, thanks to the broad side window panelling, and the layout of which is particularly comfortable and well appointed. The furnishings, by Poltrona Frau, include a large pastel colour divan that adds light to the whole.

Forward, by the helm station, there is the dining area with a glass and steel table with a seating capacity of eight.

The ceiling panels, in cream coloured leather, have built in reflected LED lighting.

Past the helm station is the stair that leads below deck, where there are four separate and distinct staterooms: the owner's, that ex-

Pers



hing Yachts



plotts the full beam of the boat at its widest point, amidships; a VIP, forward, also with double bed; and two for guests, with twin beds. All have their own bathroom en suite, with self-contained shower unit. But this whole area below deck can be considered semi-custom as various layout combinations are possible.

Also the furniture below deck is by Poltrona Frau and is in relatively light tones, being beige and light brown.

Pershing Yachts



Pershing 92'

The owner's suite, with two large side window panels in glass and stainless steel, has a veined walnut bed with leather trim. The crew's quarters are astern with access from inside as well as outside. They are made up of two cabins and heads. The crew's quarters are adjacent to the galley, by Ernestomeda.

Always astern, next to the tender garage is the engine room, fitted with two MTU 16V diesels that are capable of 2,638 HP each. And that's quite a lot of power that, coupled to the surface props fitted to the Arneson surface drives, can push this yacht up to 42 knots, and allow it to cruise comfortably at 38 knots.

For further information: Pershing S.p.A. Via J.J. Pershing 1/3, 61037 Mondolfo (PU) ITALY; tel 0039-0721 956211; fax 0039-0721 956290; e-mai; info@pershing-yacht.com ; website: www.pershing-yacht.com

Pershing
Yachts

Pershing
92'





TECHNICAL DATA

LOA: 27.96 metres – Hull Length: 23.98 metres – LWL: 21.04 metres – Beam: 6.23 metres – Draught: 1.65 metres – Displacement fully laden: 81.40 tons – Engines: 2x2.638 HP MTU16V 2000 M94 (1,939 kW at 2,450 RPM) + Surface drive props - Top speed: 41 knots – Cruising speed: 38 knots – EC category: A.



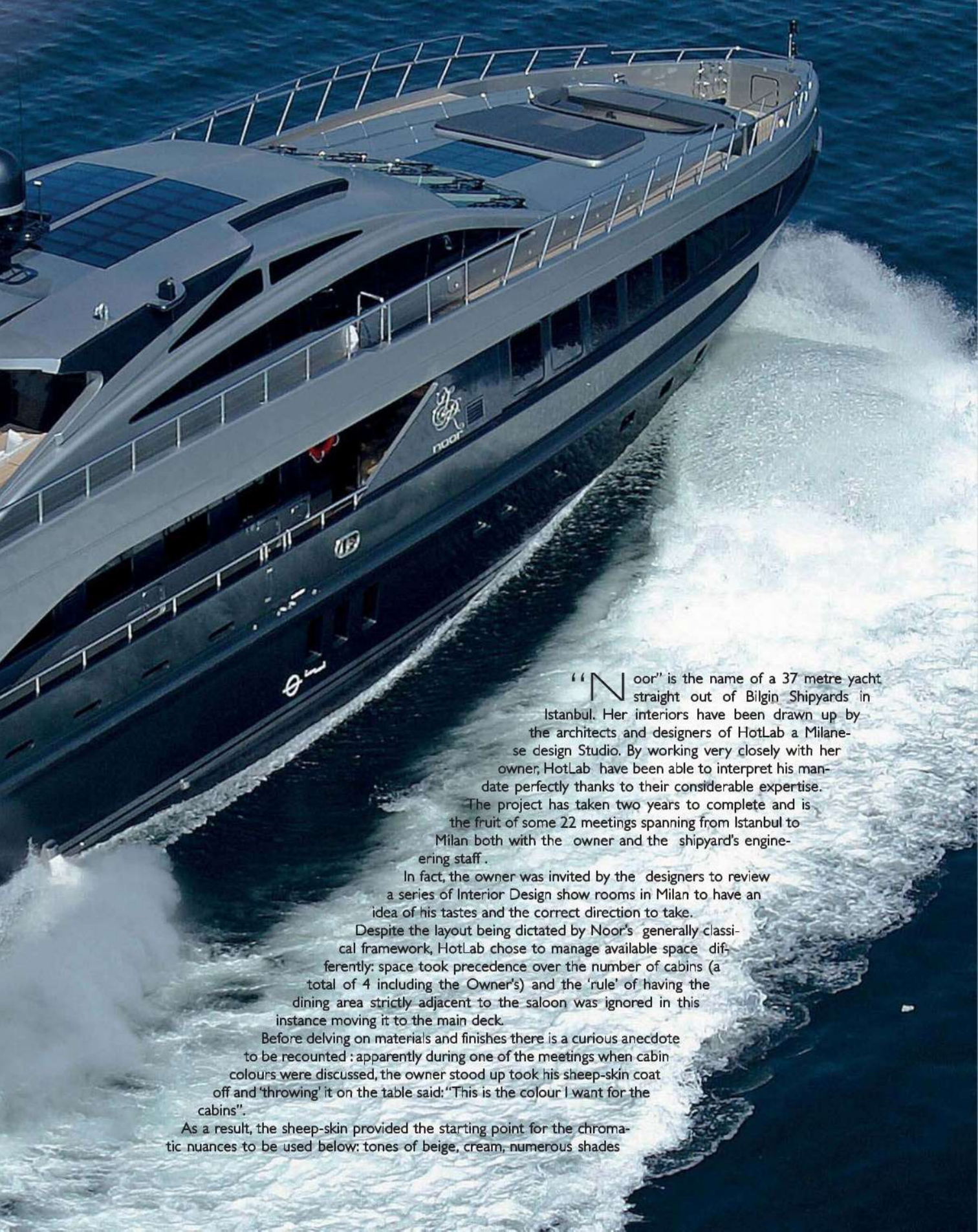
Bilgin Noor

by Luca Borro



"Noor" is the name of a 37 metre yacht straight out of Bilgin Shipyards in Istanbul. Her interiors have been drawn up by the architects and designers of HotLab a Milanese design Studio. By working very closely with her owner, HotLab have been able to interpret his mandate perfectly thanks to their considerable expertise.





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The project has taken two years to complete and is the fruit of some 22 meetings spanning from Istanbul to Milan both with the owner and the shipyard's engineering staff.

In fact, the owner was invited by the designers to review a series of Interior Design show rooms in Milan to have an idea of his tastes and the correct direction to take.

Despite the layout being dictated by Noor's generally classical framework, HotLab chose to manage available space differently: space took precedence over the number of cabins (a total of 4 including the Owner's) and the 'rule' of having the dining area strictly adjacent to the saloon was ignored in this instance moving it to the main deck.

Before delving on materials and finishes there is a curious anecdote to be recounted : apparently during one of the meetings when cabin colours were discussed, the owner stood up took his sheep-skin coat off and 'throwing' it on the table said: "This is the colour I want for the cabins".

As a result, the sheep-skin provided the starting point for the chromatic nuances to be used below: tones of beige, cream, numerous shades





Bilgin
Noor





TECHNICAL DATA

LOA: 37,00 m – Beam 7,50 m
 – Draught: 1,40 m – Displacement 170 t – Displacement fully laden 210 t – Construction material Hull and superstructure: wood – Class: RINA MALTA CROSSI, I.A MCA Compliant – Engine 2X2.400 HP MTU – Max Speed: 24 Knots – Cruise speed – 20 Knots – Fuel Tank Capacity: 30.000 litres – Fresh water tank capacity: 6,800 litres – Type of yacht: 3 decks – 37 metre M/Y – Exterior Design and Engineering: Cantieri Bilgin – Interior Design: Hot Lab Yacht & Design

leading to the wheelhouse are built with steel and glass.

The details on this yacht are numerous and come as "pleasant" surprises when either visiting or cruising on board. One of the more interesting details is the dining table on the upper deck: its central support is hollow in order to allow light to shaft down onto the bar table in the main saloon below. Another curiosity comes from the cabins and more precisely from the rolled up blankets at the foot of each bed for the convenience of those who feel the cold. These are actually fastened to the beds but rather than predictably hiding the "anchoring" device, the belts are made visible and become an original "designer's touch".

Finally a special mention goes to the brightness of most internal areas particularly on the upper deck where a perfectly curved sliding glass door was designed for the purpose.

For further information please contact : İc Kumsal Mevkii Bizim Sokak No:45

Kucukcekmece/Istanbul Phone:+90 212 599 6353 Fax: +90 212 599 6243, E-mail: info@bilgin-yacht.com ; sito: www.bilgin-yacht.com

of light brown all contributed to an air of brightness and elegance as well as peaceful tranquillity.

Two "macro-areas" make up the interiors of the yacht: the large main saloon and the rest of the boat namely the cabins and upper deck.

The main saloon is characterised by the warm contrasts of dark and light shades of colour. Prime leather and chocolate coloured gloss finished essences are the main materials used.

The sofas give the impression of being built into the furniture along one side giving a reassuring sense of sturdiness as well as elegance.

The corner bar constituting a table and four seats is made of the same dark wood and glossed essences. The ceiling brightens the dark tones of the furniture and wood floorings with its cotton/linen mixed fabric finish. A coffee coloured, lacquered square frame in the centre of the ceiling reflects every detail in the room especially when the lights are on in the evening. This centre cornice provides the perspective to the bulkhead dividing lobby area and wheelhouse and hosts a large plasma Television. The wood flooring is composed of 200 x 20 cm strips of dark English oak and 2mm chrome beadings.

The second macro-area involves the cabins and the upper deck.

Appearances change somewhat below deck; colour tones brighten and the finishes are different involving essences, leather and wall paper which seem to portray homogeneous surroundings which are in fact quite diversified when examined more closely. The stairs

Bilgin Noor



by Angelo Sinisi - part one

In 1916, in Germany, the engineer Ludwig Kort invented a first propeller shroud aimed at improving aircraft performance during takeoff, as in those days variable pitch props were as yet unknown.

The experiment showed that the idea was right, but it soon became apparent that as speed increased the resistance created by the shroud also grew, making it impossible to apply the idea to planes due to their high speeds. This obstacle made Kort turn his attention to the naval sector, where speeds are greatly inferior.

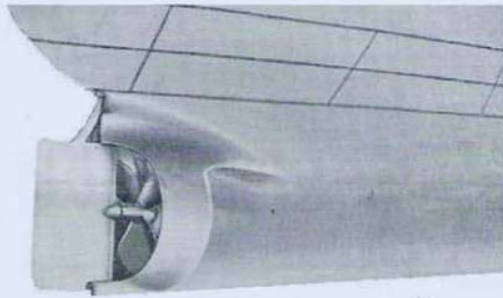


Figure 1 Model of ship with fixed shroud built into hull.

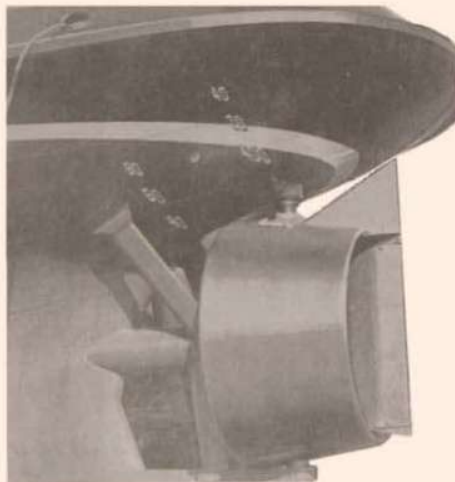


Figure 2 Stern of a tugboat with pivoting shroud.

Kort made the first ship's propeller shroud, or Kort nozzle as it's now generally known, in 1932 for a tugboat and results were very encouraging.

In 1936 -1937 another engineer, Büchi, ran some propulsion tests with a prop shroud at the National Naval Testing Tanks, using the model of a cargo ship at speeds of 10 to 15 knots.

This experiment also showed how prop shrouds are effective and was published in volume 6 of annals of the test centre. Büchi went on to do test on the system at sea with the Genoese shipbuilders Cantieri Navali del Tirreno that confirmed the tank tests, and that there are advantages to be had from using a prop shroud.

Büchi's shroud, which is very similar to Kort's, was short-lived as compared to the latter's, which continues to be used today.

The Kort nozzle, as the device is more commonly called, is a hydrodynamic tubular ring, which is to mean that it has a wing shaped section that encompasses the prop. In other words, the shroud is shaped like a double funnel, the inside part of which gets progressively wider, increasing in diameter in the part forward of the prop, whereas to stern the diameter of the final section can be smaller, the same as or bigger than that of the prop, which turns in correspondence with the transversal section with the least radius.

The Kort nozzle can be fastened to the hull and thus be faired as in Figure 1, or it can turn as in Figure 2 and also act as a rudder when manoeuvring.

As is well known, a propeller gives its thrust by accelerating the water that flows past it at roughly the speed of the ship. This change in the speed before and after the propeller is known as "regression".

As it turns, a propeller, ahead of it, in other words in the section between it and the stern section of the hull, provokes an acceleration in the flow of water that generates a pressure difference (Figure 3).

This effect, sometimes termed "suction", provokes a lowering of the level of the water, which will be all the greater the larger the difference in pressure (Figure 4).

The effect of the suction increases the ship's resistance to forward motion, in other words it acts as a break Δ_F (Figure 3) on the ship, that thus requires an increase in propeller

thrust and therefore an increase in the power pumped out by the ship's engines.

Also, as it works at the stern end of the hull, the prop doesn't work in a condition of uniform flow of water.

This section of water, due to the phenomenon called suction and the drag caused by the hull, is known as 'propeller wake' and the prop, as it works in the wake, does not move at the ship's speed V , but at a lower speed, known as "speed of advance" V_A .

In other words, represents the distribution of the speed of the fluid section that develops behind the ship's hull.

Taylor introduced the concept of "wake fraction"

$$\omega = \frac{V - V_A}{V}$$

where V = ship's speed
 V_A = speed of advance

$$\omega = 1 - \frac{V_A}{V}$$

and the speed of advance will be

$$V_A = V \cdot (1 - \omega)$$

wake coefficient

$$(1 - \omega) = \frac{V_A}{V}$$

The wake fraction ω is in effect a median value, because the speed of flow that impacts the prop will be different at each different point where it hits it. In effect, with the aid of special apparatus used for such purposes, one can trace diagrams of a wake (Figures 5, 6 and 7) that make it possible to calculate an average value for the wake fraction.

For propeller design, given the drag caused by the way the prop and hull interact, one needs to consider a "thrust deduction coefficient" t .

This thrust or power coefficient is defined as

$$t = \frac{T - R_T}{T}$$

$$t = 1 - \frac{R_T}{T}$$

And thus the "suction coefficient" or "thrust

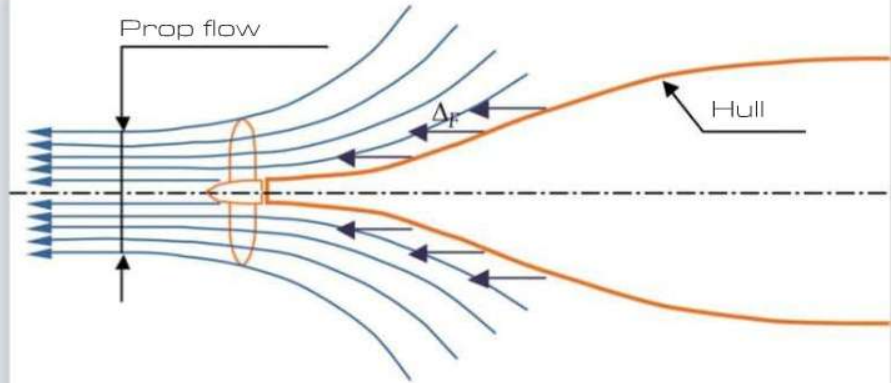


Figure 3 The flow of water past a prop with no shroud.

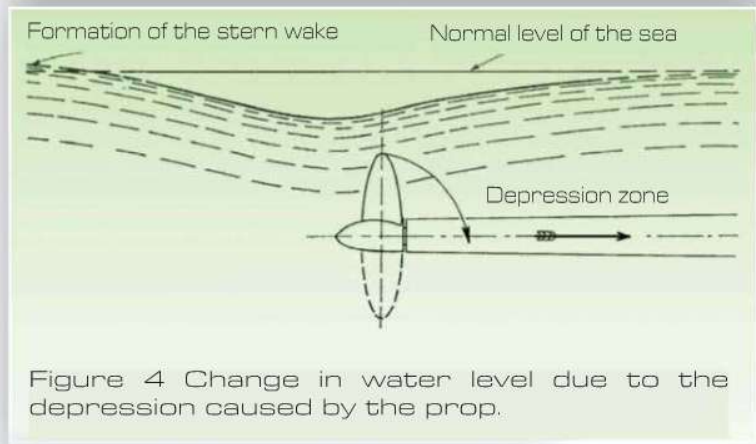


Figure 4 Change in water level due to the depression caused by the prop.

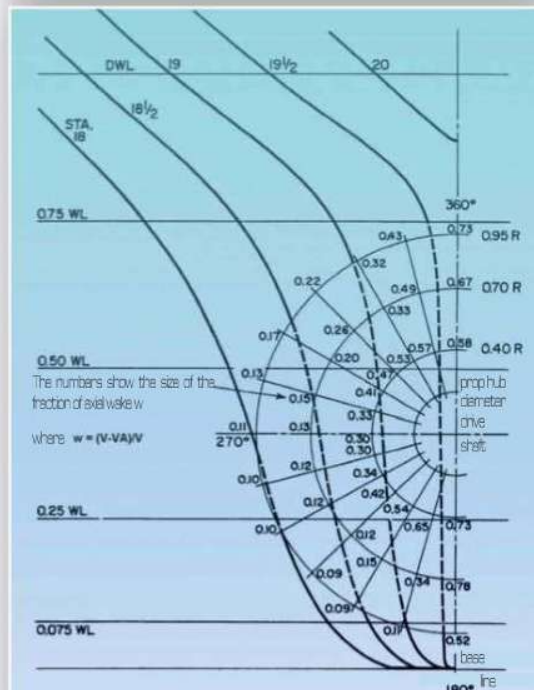


Figure 5 Diagram of the wake on a ship with one propeller.

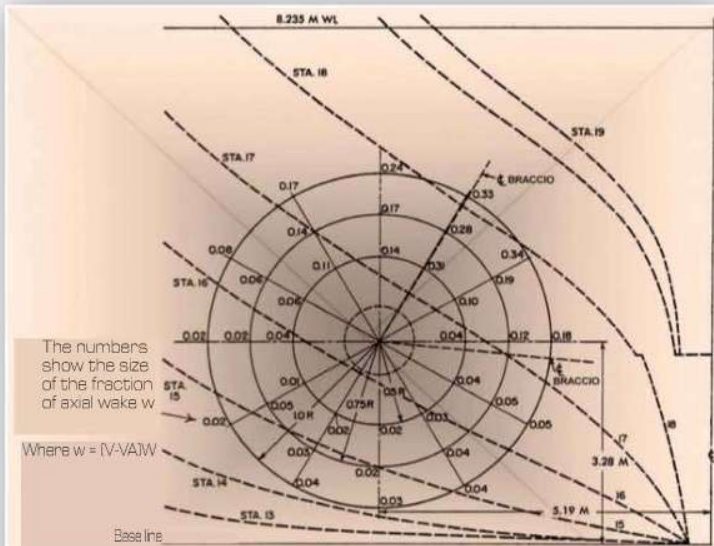


Figure 6 Diagram of a ship's wake with twin propellers and struts.

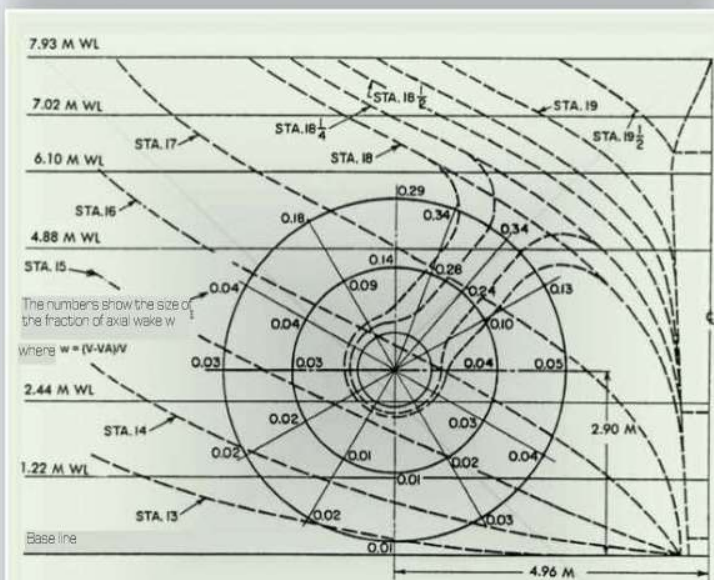


Figure 7 Diagram of a ship's wake with twin props and skeg arrangement.

load coefficient" is

$$1 - t = \frac{R_R}{T}$$

where T = prop thrust

R_T = ship's drag factor

Hence the prop will have to produce a thrust TT larger than the ship's drag factor $R_T R_T$ in order to overcome the additional resistance that it provokes when functioning. The "effective power" or "static thrust" that a ship requires if it's to proceed at velocity V is

$$P_E = R_T \cdot V$$

whilst the amount of thrust that the prop needs to impart in order to produce a thrust TT greater than the total resistance of the ship when towed $R_T R_T$ at speed of advance V_A is

$$P_T = T \cdot V_A$$

hence $P_T = \frac{R_T}{(1-t)} \cdot V \cdot (1-\omega)$

$$P_T = R_T \cdot V \cdot \frac{1-\omega}{1-t}$$

whereby

$$\eta_H = \frac{1-\omega}{1-t}$$

is defined as "hull efficiency" or "hull performance".

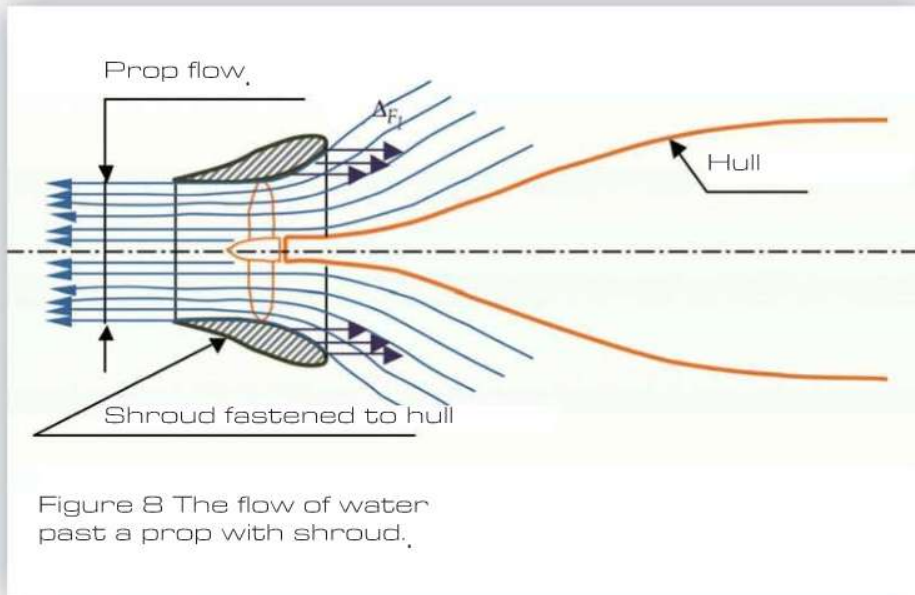
Instead, the Kort nozzle not only allows for a reduction in the negative effect of suction but for it to be used as thrust (Figure 8).

As shown in Figure 8, the shroud fastened to the hull widens like a funnel forward of the prop, and thus the front part has a considerably larger diameter than the stern part in which the prop rotates.

Thanks to this shape, the acceleration of the water that occurs forward of the prop is almost entirely transferred into the shroud. The result is that the level of the water no longer goes down thus virtually eliminating the negative effect of suction.

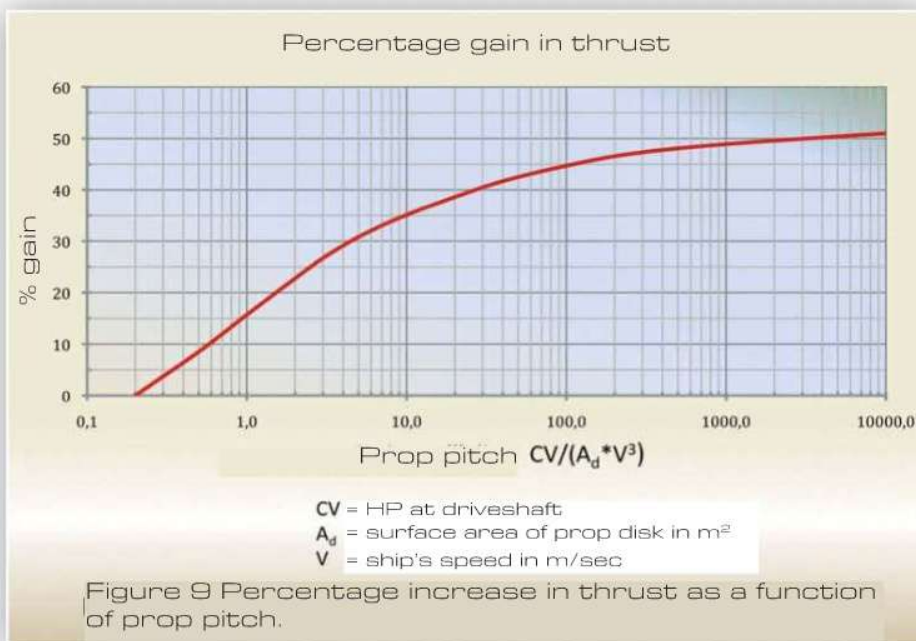
The acceleration of the water and hence the suction effect inside the shroud means that in the shroud forward of the prop it

will be less than in the surrounding water. As this depression Δ_{F1} (Figure 8) is produced inside the shroud, it follows that outside it there is a positive pressure that is greater, which exerts forward thrust on the shroud and thus the ship to which it is rigidly fastened.



Obviously the thrust of the water entering the shroud must be calculated as a function of the propeller's characteristics.

All props working freely leave behind them a greater or lesser contraction in the flow of water (Figure 3), conditioned by the amount of regression. As the prop pushes all the water it draws in this area of contracted flow, one can see how the power needed to do this job is all the greater the less is the area of the contracted section, in other words the greater the regression. The Kort nozzle blocks contraction in the flow (Figure 8) and, consequently, improves its efficiency.



This means that the prop can rotate more easily inside the shroud, thus upping its own revs and those of the engine. The prop would in such cases have to be recalculated for greater thrust than for applications without a shroud.

To conclude it can be said that the positive effect on suction generated inside the shroud and the increased section in the flow behind the prop, allowing it to pump a greater quantity of water for the same power output, explain the overall increase in thrust that can be obtained with a Kort nozzle.

Thus in all those cases where, at low speeds, there is a great deal of regression and a consequent marked contraction in the flow, the Kort nozzle will give better results.

The ships that have a strong regression factor are tugboats, barges used on internal waterways, fishing boats, which when they tow nets behave like tugboats, and all other vessels that are subject to heavy loads at low speeds. The Kort nozzle is furthermore good protection for the prop against collisions with floating objects and groundings. Also, as the shroud stops the water pushed by the prop from vortexing against the hull, it reduces vibration and noise radiation.

On the basis of results in countless tests on different ships, Kort drew up a diagram (Figure 9) that gives the percentage increase in thrust based on prop pitch. This last is calculated with

$$\frac{CV_A}{A_D \cdot V^3}$$

where

CV_A = HP at drive shaft

A_D = area of prop disk in m^2

V = ship's speed in m/sec

Experience above all indicates that at low speeds one achieves considerable improvement in performance as compared to free props. Performance increases all the more as prop pitch increases.

Theory and experience have shown that the shroud's function is to increment or decelerate flow in correspondence with the prop disk. In the first case one has an accelerating shroud, whilst in the second its effect is one of deceleration (Figure 10).

The accelerating shroud gives average performance increments for props with greater pitch, as the accelerating shroud produces positive thrust. The decelerating shroud increases static pressure on the prop and thus delays cavitation, producing negative thrust.

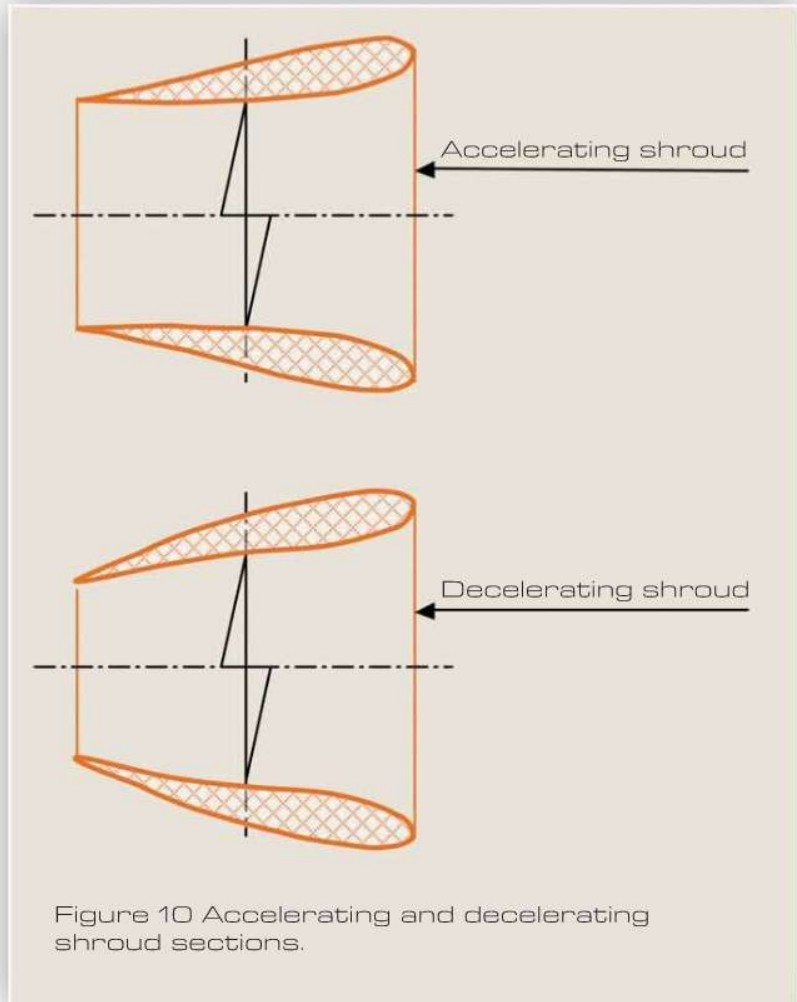


Figure 10 Accelerating and decelerating shroud sections.



facts more than words



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designer

CUSTOM LINE 100: MAN AT THE CENTRE

Angelo Colombo interviews architect
Gianni Zuccon.



What has tackling the development of a project like this one meant to you and your staff?

I feel it's one of the toughest we've ever taken on. All projects are difficult, but this one particularly so. Because at the moment boats like the 97 and the 112 Next are in production at Custom Line, designs dating to 1995 which even today we see no reason to replace. Or to put it better, they're still highly appreciated on the market, especially the 97. I believe that the success of these yachts lies with certain considerations we made years ago about how to transfer industrial construction parameters to a size bracket which in the 90s was seen as really very big. Moreover, the Custom Line grew out of this idea. Formerly we designers had gone into the question of flexibility linked to the internal modularity of a boat, but we'd never tackled the theme of what construction of a range on modules could mean. This was the reasoning behind the range comprising the 94, the 104 and the 112. The 104 was never built because everybody wanted either the smallest or the largest, but just think, in my view it was the best. Anyway, after 15 years I'm still getting compliments from people who appreciate that range. And I must say that when I come across one at sea it gives me great satisfaction. Each time I ask myself why we should replace it, but obviously there are business reasons that have to be heeded. In any case the 97, which is closest in size to this 100', will remain in the range, precisely because the yard is still getting requests for that model. And then consider that we've already brought out the 124 too.

So what were the difficulties?

The intention was that this boat should replace the 97, but we actually decided to keep

We met architect Gianni Zuccon — owner with his wife, son and daughter of the studio Zuccon International Project — and took the opportunity to ask about the development of one of his latest projects, the CL 100, a yacht that will be taking her place in the well consolidated Custom Line range.

them side by side, for the reasons I've just outlined. This means they have to be two different products which nonetheless fit into a range that has had such an important history. And then, like everything new, it must have something more and must respect brand identity, something very close to my heart. I should say that the difficulties of this project are also linked to these convictions of mine, meaning that the design has to represent a step forward without losing what the previous boats had. Advancements in design can also be dangerous. Sometimes it's enough just to do something totally new, but the great problem here is to innovate while retaining identity. We got down to the design after several months of work, of research, and the result is a boat that differs from the other Custom Line boats precisely because of the wide body solution forward. She had to be different from the 97 and the 112, the ones with which we'd introduced the partial wide body concept, and we couldn't go back on our steps, removing space. So we decided to eliminate the small passageway



S Custom Line 100:

designer man at centre

on the previous CL vessels, and this in my view represents evolution. In terms of liveableness there's more interior space. **What was the point of departure for this development?**

We set out with a section of the old boats and saw where it was possible to work on obtaining new spaces. So the objective with the new 100 was to gear the design to a market that is usually reserved for larger craft. Another concept we wanted to implement, indeed to proceed with, was transparency between exterior and interior. Since the upper development is a deck and half-deck we tried to provide continuity between the main and upper decks with special glazing that gives an actual sensation of three-dimensional continuity. Very complex from the design point of view because it's geometrically complex. But we managed to underscore continuity. We created a motif on the superstructure to bring out the continuity of the glazing, and from the interior you find outward spatiality. It's all based on the principle of continuity we've always employed, but with this boat it's been developed further. Practically speaking it's at once a spatial and aesthetic continuity, obtained also through the use of materials which facilitate the achievement of functional continuity as well. Just like in a huge pleasure craft I can walk straight from stern to bow while looking at someone who is following my path but from the opposite side. It's the same scheme we developed and used earlier on a 43 metre ship. Though she's a wide body boat, the scheme is based on what is normally used on larger vessels. You can walk straight from stern to bow, and the bridge, although recessed, has indoor and outdoor entries from which you can access the area forward or go down to the main deck, as on big ships.

What concepts inspired this design?

The functional and distributive schemes are more or less the ones we've tried and tested in the past. But here we had more space available, larger glazed surfaces in the hull, so we had more opportunities to make the boat comfortable. I'm convinced that the pleasure of watching the sea from your cabin is a unique experience. The functional and distributive scheme of the main deck is based on exploitation of the wide body. The one we've created is precisely a spatial continuity between daytime zone and bridge – something we already tried on the Ferretti 800 – bridge, galley, saloon with dining area. This continuity is emphasized and rendered perceptible through the adoption of external glazed surfaces which on the one hand increase the boat's levels of transparency and on the other lend continuity to the exterior. I feel that glass is playing a leading role in design, but it isn't always easy to use. To be innovative it isn't enough just to use plenty of it: the problem is where you put it. Because we





have to keep in mind the places where these architectures are going to end up. In our case the boat will always be under a very hot sun, so we can use glass freely on vertical surfaces only. I'm convinced that we're living in a period when technology is modifying boats extensively, also in connection with the eco-compatibility of design that everybody's talking about. We hear a lot about hybrids, and many are tackling the subject. The Ferretti Group has been hard at it for five years now. So we must understand the concept as it should be understood, because if on one hand we have these objectives – by now fixed points in design ethics – on the other we have a man, the central element when dealing with the content of a boat, the essential content. The human dimension lies at the heart, but as happens in civil architecture we are led towards greater respect for the outside environment. Today it would be inconceivable to build houses or boats as in the past. We are in an intermediate stage where criteria that appear to or may be in mutual contradiction are drawn into harmony, and this is the designer's task. Glass should be used as much as possible where it least affects other factors, such as unbalance between indoor and outdoor temperatures. Many owners want visual contact with the outside, but they want fresh air and not air conditioning. So natural ventilation of the spaces is a fundamental element which the design must also resolve. Technology helps us to a certain extent, but in some cases – like the disappearance of window frames – it complicates matters and we are called upon to seek new design solutions. Nowadays care for the environment and the recovery of older and healthier criteria have become imperatives. We cannot pretend that certain parameters are not fundamental. The expansion of space is a necessity, and glass allows us to achieve it, but we have to find the right balance in meeting the needs of the man of today.

So there's really a lot of innovative content in the CL 100...

If a design is to be any good it must be powerfully innovative. Without minimum levels of innovation you can't talk about good design, because it has to be working for tomorrow. The difficulty for us with this job was the conviction that products should be designed to which is even more valid today than it was in the past. I hope that the CL 100 will enjoy



the longevity of her predecessors. But I'd be happy enough with 50%, because 15 years is a really long time. The hardest thing is to find stylistic elements, lines and an overall language that will have a long life. This is why I feel it's always necessary to avoid following fashion. No easy matter because the end user is often after the very latest thing, but here too we must seek to regain balance. In the past all you had to do was flavour a few designs with elements you knew were acceptable to the short-life product market. Not so nowadays. Designs of the past two years are far more complex because they take account of the fact that they must have a longer life.

The result achieved with Custom Line is certainly extraordinary...

Absolutely, it was definitely a lucky insight. I don't know of any other nautical products that have lasted so long, because 15 years is a long time. And I'll tell you something else: I'm convinced that the decision to keep the 97 in production in spite of the arrival of the 100 is wholly justified, precisely because today we have a culture that is sensitive to tradition, because it gives security, it has a history and it represents continuity.

What are your personal impressions about this design?

When I went into the hull while it was under construction I was struck by the spatiality. It's fantastic. I might have expected it, having designed the boat, but perceiving it was something else. The owner's cabin seemed to belong to a 40 metre vessel at the least.

What difficulties did you encounter in creating these new forms?

Modelling superstructures, and also research in optimizing the external surfaces, called for a great deal of work. Paola (Galeazzi) worked on it for months. An intense job of calibration, a sort of sculpture. When I saw the model I was impressed. As I said, I consider this a difficult project, but also a very important one because it represents desire for evolution of a range that has enjoyed 15 years of consolidated success; and all this with the aim of introducing topical themes like the ones we mentioned earlier. One of the objectives was that two people should be able to leave the cockpit on opposite sides, walk to the bow

without losing sight of each other and meet up again. This also means that those inside can see outside and vice-versa.

Do you think the crisis contributes to stimulating innovation?

A state of crisis makes minds work. The crisis should be experienced intelligently, in positive terms, maybe turning it to our own good. In order to come through it, we designers have no other objective than this: use the crisis to think more and introduce content into our designs that will be lasting. This obliges us to work on many things such as comfort, optimization of costs and contact with the sea. In brief, the aim is to create objects on which we can live well and long. It's right to have air conditioning, but I insist that it's great to be able to get plenty of fresh air into the boat and feel good as well. Personally I think the crisis is in some ways a lucky break because it has extended design time schedules, and this is a resource if you exploit it in the right way because you have more time for research.

From what you've said we understand that also with the CL 100 the fulcrum of the design is the human element and his well-being...

Absolutely, and that's how it should be. There will always be people who love rushing around and don't bother about the pleasure of being at sea. But they won't ever choose a yacht like this one. This is for someone who wants to ensure maximum pleasure under all conditions, and these are the design guidelines. There isn't a single element aboard the CL 100 that doesn't take this into account. Everything has man as its function, man as objective. There are also aspects regarding environmental safeguarding, but always in function of those aboard.





YACHTS



MEGAYACHTS



SHIPS



ASSISTANCE

INFO

Recentemente costituito tra primarie aziende del settore, V.Y.S.A. (Venice Yachts & Ships Assistance) è il consorzio che, con propria sede presso il Venice Terminal Passeggeri, società che gestisce il traffico crocieristico del porto lagunare, opera nel settore degli yacht e megayacht offrendo servizi tecnico-nautici oltre che provvedere alla promozione del ruolo del porto veneziano in questa prestigiosa fascia di utenza.

Venice Yachts & Ships Assistance (V.Y.S.A.), of which Venezia Terminal Passeggeri S.p.A is the major shareholder, is a consortium of companies offering technical and nautical services to the yacht and mega-yacht market. VYSA intends to become an important reference point of the Venetian Nautical Pole thanks to the professional skills in the nautical market brought by every single associated company.

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V.Y.S.A. (Venice Yachts Service and Assistance)

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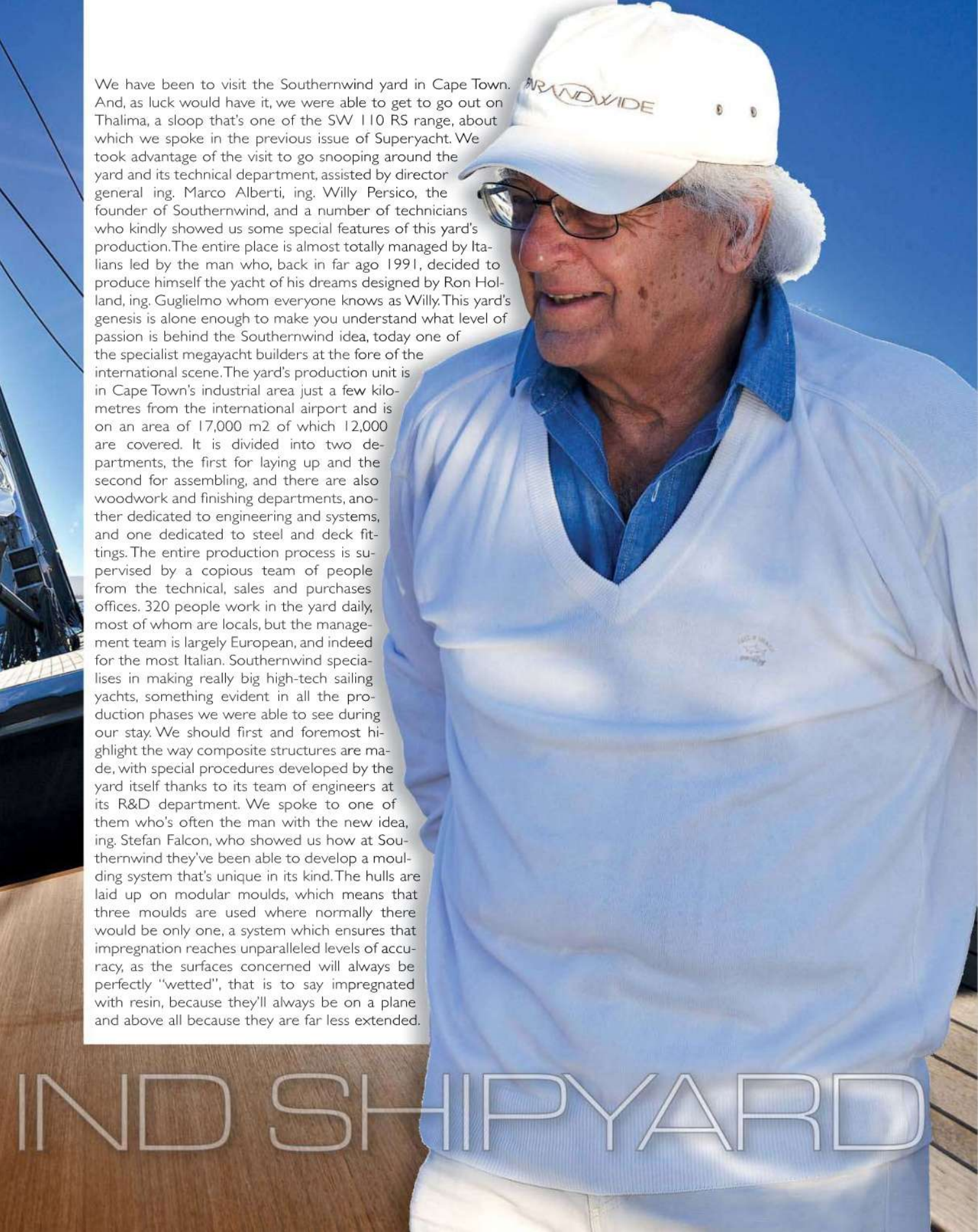


shipyards

A WEALTH OF IDEAS IN CARBON

Text and photos by Angelo Colombo

SOUTHERN

A photograph of a man with white hair and glasses, wearing a white baseball cap with the 'SOUTHERN WIND' logo and a white V-neck sweater over a blue collared shirt. He is standing on a wooden boat deck, looking off to the side with a slight smile. The background shows a clear blue sky and parts of the boat's structure.

We have been to visit the Southernwind yard in Cape Town. And, as luck would have it, we were able to get to go out on Thalima, a sloop that's one of the SW 110 RS range, about which we spoke in the previous issue of Superyacht. We took advantage of the visit to go snooping around the yard and its technical department, assisted by director general ing. Marco Alberti, ing. Willy Persico, the founder of Southernwind, and a number of technicians who kindly showed us some special features of this yard's production. The entire place is almost totally managed by Italians led by the man who, back in far ago 1991, decided to produce himself the yacht of his dreams designed by Ron Holland, ing. Guglielmo whom everyone knows as Willy. This yard's genesis is alone enough to make you understand what level of passion is behind the Southernwind idea, today one of the specialist megayacht builders at the fore of the international scene. The yard's production unit is in Cape Town's industrial area just a few kilometres from the international airport and is on an area of 17,000 m2 of which 12,000 are covered. It is divided into two departments, the first for laying up and the second for assembling, and there are also woodwork and finishing departments, another dedicated to engineering and systems, and one dedicated to steel and deck fittings. The entire production process is supervised by a copious team of people from the technical, sales and purchases offices. 320 people work in the yard daily, most of whom are locals, but the management team is largely European, and indeed for the most Italian. Southernwind specialises in making really big high-tech sailing yachts, something evident in all the production phases we were able to see during our stay. We should first and foremost highlight the way composite structures are made, with special procedures developed by the yard itself thanks to its team of engineers at its R&D department. We spoke to one of them who's often the man with the new idea, ing. Stefan Falcon, who showed us how at Southernwind they've been able to develop a moulding system that's unique in its kind. The hulls are laid up on modular moulds, which means that three moulds are used where normally there would be only one, a system which ensures that impregnation reaches unparalleled levels of accuracy, as the surfaces concerned will always be perfectly "wetted", that is to say impregnated with resin, because they'll always be on a plane and above all because they are far less extended.

IND SHIPYARD



shipyards

Southernwind Shipyard a wealth of ideas in carbon



The result is that laminates made with this technique will be particularly trustworthy when assembled, but the system also makes it possible to turn the right amount of composite materials into laminates with a very high degree of precision, avoiding unnecessary excesses and ensuring the right thickness everywhere. The three pieces are then assembled with a bonding technique that ensures the whole is as solid as if it were one. And that's not all, because at Southernwind you can learn a great deal about moulds, indeed, among the yard's many innovations, we also discovered a deck mould designed to be used with different size boats. This is in effect a large mould designed on the basis of complex calculations that give it a curvature such that it adapts to all the yard's range of yachts. This thus means there's only one mould for decks, from which you'll always and only get decks that correspond perfectly to each single design. To all this you need to add the constant research that the yard put into the choice of construction materials, in particular as concerns fibres, which are mainly carbon. But together with carbon you'll find structures reinforced with for example Kevlar, in parts where you can expect impact from the anchor or whatever, all this so as to ensure that all parts are very light but structurally very solid for those specific areas that have to be bomb-proof. The yard's technical department is constantly engaged in verifying all of a boat's components, as well as researching new solutions for all aspects of a yacht. For example, among such innovations, on Thalima we were able to appreciate the anchor arm at the bow, which has some novel technical thinking behind it and is above all entirely trustworthy and very easy to maintain. But this is just one of the many examples



Above,
Stefan Falcon
and Willy Persico.
At centre,
work in progress
inside the yard.
Below, from left
captain Marco
Alberti and Willy
Persico.

you could cite, because these yachts sport so many innovations that come out of the Southernwind technical department. To be most synthetic, what we were able to see during our visit was how all production processes are optimised and how there's total quality control, with technical staff that follow the lamination of every part of the hull for hours and hours, checking the distribution of materials with millimetric precision. Another thing that came as a pleasant surprise is how the management allows its R&D people so much freedom to do their own thing, and this is indeed how the modular moulds were thought up. This is an R&D team that's constantly at the cutting edge of novelty, being able to experiment on models made to scale, with the use of digital and mechanical verification systems and a wealth of other resources. All of this makes Southernwind yachts unique pieces, unique not just for their looks, which is something that's always decided together with the owner, but also for that substance you can't see. At Southernwind there's not a single component that goes on any yacht that's not been carefully analysed, also because virtually



everything is made in-house and thus studied specifically for the boat on which it's to be fitted. The care and attention the technical department pays to the way masses are distributed, the analysis of load-bearing structures in every part of the hull and deck, leaves no room for approximation of whatever type, everything is foreseen ahead of construction and the production department works exclusively to data that's certain. This is without doubt an advantage for the firm, as they can get a clear picture beforehand of what the costs and time leads to build will be, but it's also an advantage for those who entrust their passion for the sea to Southernwind because the result will be a performing and safe yacht. One of the characteristics of this South African yard is that deliveries almost always take place in the Mediterranean, after a contingent from the yard and the owner's crew have sailed the boat there from Cape Town. This is in effect also a very thorough test for the boat, and also means the new crew can get to know the yacht in every detail. All Southernwind yachts are high quality boats, true fast cruisers for owners that, over and above comfort, love peak performance sailing in all conditions. It's thus not by chance that the yard asks owners to take an active role in the building of their yachts, experiencing its construction at the yard and maybe also contributing to decisions on features that are not just to

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shipyards

Southernwind Shipyard a wealth of ideas in carbon

do with looks. Every Southernwind is the expression of how its owner interprets his boat, where the fixed points of reference are the technical quality the yard is able to deliver and its use of the best designers on the market, with whom it has in time built a solid and ongoing relationship. Among them there are for example Nauta Design and Farr Yachts Design, who have both worked on Thalima, a yacht we've already spoken about in our magazine. It is to be noted that all the yard's management team come from long standing experience in the world of design, construction and offshore racing. A relatively young team but with lots of top level experience, like for example Marco Alberti, director general and technician at the yard, who as a naval architect has taken part in some very important projects such as the construction of racers like the WOR 60, yachts ranging from 54' to 70' for Nauta Yachts and lots more, till when in 1994 he decided to join Southernwind. This is thus a yard that's always ready to go for innovation, which as often as not comes from within thanks to a team of engineers who are constantly at work studying solutions that can contribute to optimising production processes as much as the finished product.







shipyards

FINCANTIERI YACHTS

SERENE, WAITING FOR

by Alessandro Pimpo

The news is that Fincantieri Yachts has built a first superyacht, "Serene", that's 134 metres long and has a steel hull and aluminium superstructure, the design of which was developed by the yard on the basis of concept created by the very famous designer Espen Oeino, the 'author' of some of the most famous yachts in the world. "Serene" is about to be delivered. After its launch on 18th September, one of the largest cruising yachts in the world and certainly the largest ever built in Italy has thus become operative, built to top international standards for passenger transport aboard ships (SOLAS). And there's very little else we can tell you about as the builders have let leak little or nothing about it, given that the Russian owner has stressed he wants full privacy.

Serene sports seven decks for a total area of 4,500 m², of which 2,700 are for the owner and his guests and thus fitted out in the fullest of luxury, and the design of which is by Studio Pascale Raymond Langton Design.

Some rather cool aspects to this yacht are that it has a hangar that will also host the tenders, and two helipads, as well as

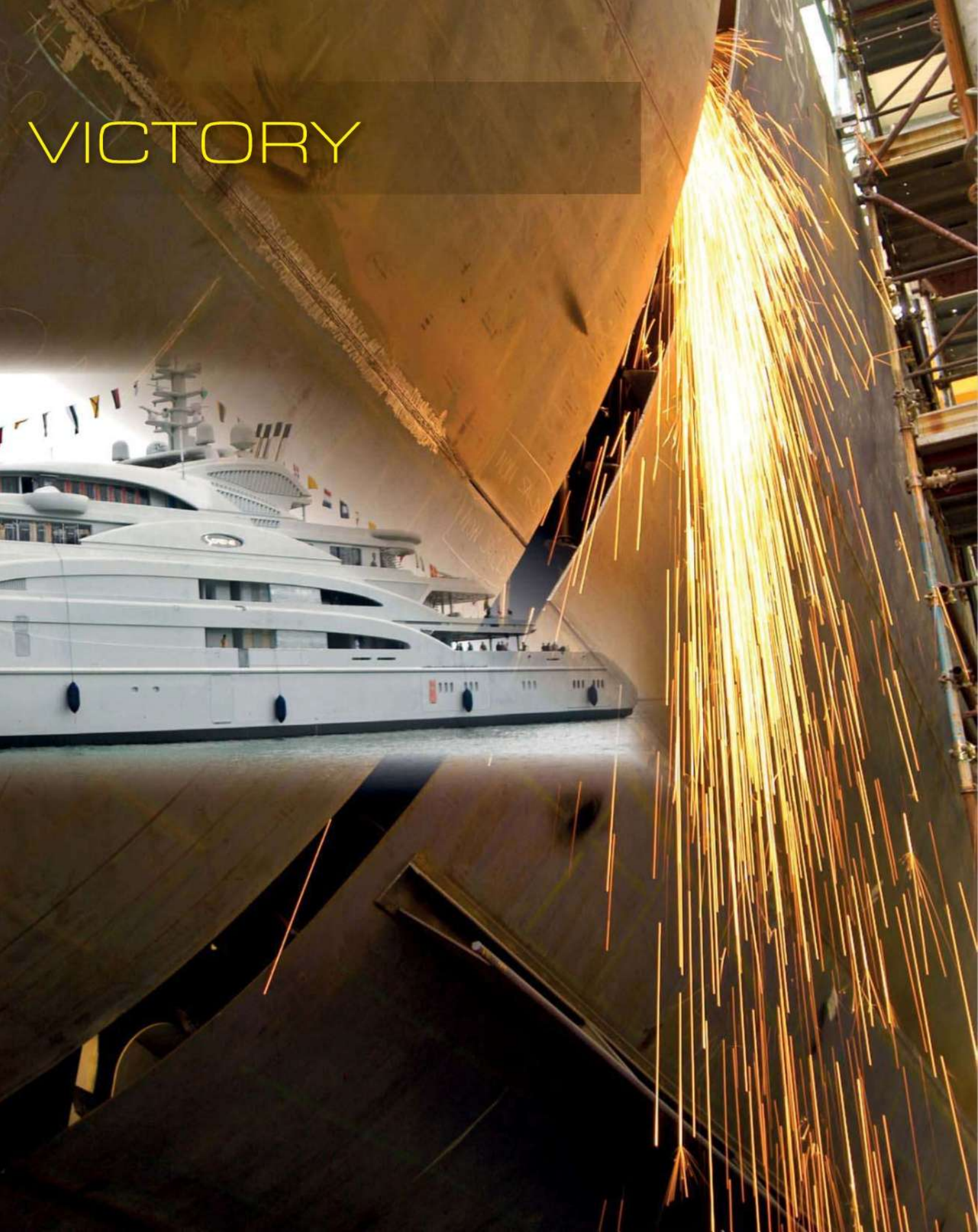


a large indoor seawater pool. Among the many toys onboard there will also be a submarine capable of diving down to 100 metres.

In the hope that we'll be able to get more information, we can in the meantime tell you that Serene is an important achievement for this youthful brand, that is in effect not so new.

Indeed, if we look at dates, Fincantieri's connections with yachting and in particular the super-luxury world of elite yachting in recent years, it would seem rather recent. Readers will recall that it was in Ft Lauderdale in 2004 that a partnership with Benetti was announced for the construction of giant yachts over 70 metres, superyachts that would have two brand emblems, each in its own field, one commercial and the other in the world of pleasure yachting, of Italian shipbuilding. An agreement that was then terminated by mutual consent, judged a useful experience by both but which certainly did allow Fincantieri into a market that was new to it and different, thus allowing this yard to become a competitor above all for northern European yards. It was in 2006 that the first vessel branded Fincantieri Yacht, which was indeed Serene, was ordered, a superyacht that in the four years that followed was built at the historic Cantiere Navale del Muggiano, at La Spezia – one of Fincantieri's fourteen construction yards. And this is an aspect that allows one to understand how deep are the roots of this Italian shipbuilder: It was indeed as far back as 1883 that this commercial and military

VICTORY



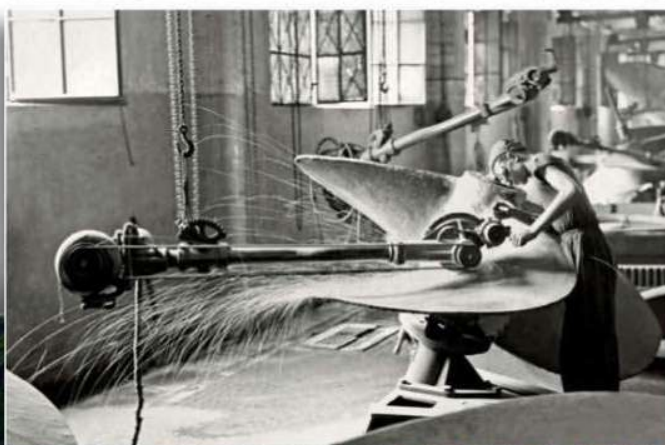


Fincantieri Yachts

shipyards

Serene, waiting for Victory

shipbuilder started reconditioning and transforming ships – one of the first was the 104 metre auxiliary cruiser Savoia, that was transformed into the King of Italy's yacht. This yard has indeed built all manner of ships right up to more recent times, with the Andrea Doria and the Caio Duilio, as well as the helicopter carrier Cavour, currently the Italian navy's flagship. And it is again at the Muggiano yard that a second superyacht will be built by Fincantieri Yachts, some news about which has just been given to the press. This design, also based on a concept by Espen Oeino, will be called Victory, and is a ship destined to beat Serene's records, given it will be 140 metres long. Technical features aside, (again only a very minimum amount of information has been given) the ship will have seven decks, six pools of up to a maximum of 8 metres in length, and an internal floodable hold with 14 metre tender. This second superyacht is again very important for the Italian brand as it is to date the largest yacht sold worldwide since September 2008, that is to say at a time of crisis. For further information: Fincantieri Yachts Viale San Bartolomeo, 446 - I-19126 Muggiano (SP) - Italy Tel: +39 0187 543 238 Fax: +39 0187 543 239 EMail: fincantieri-yachts@fincantieri.it





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captain corner

AN INTERVIEW WITH CAPTAIN LAMBERTO FERRINI

by Martino Motti

We are on board "Popotino" a Terranova 85 small ship. We're sitting in the dining area in the stern on a beautifully sunny day in May with a wonderful fish dish and chilled white wine in front of us, no better way to interview the rather affable and pleasant Captain Lamberto Ferrini.

Which corner of the world are you from Captain?

I was born on the island of Elba in Italy in the village of Portoferraio.

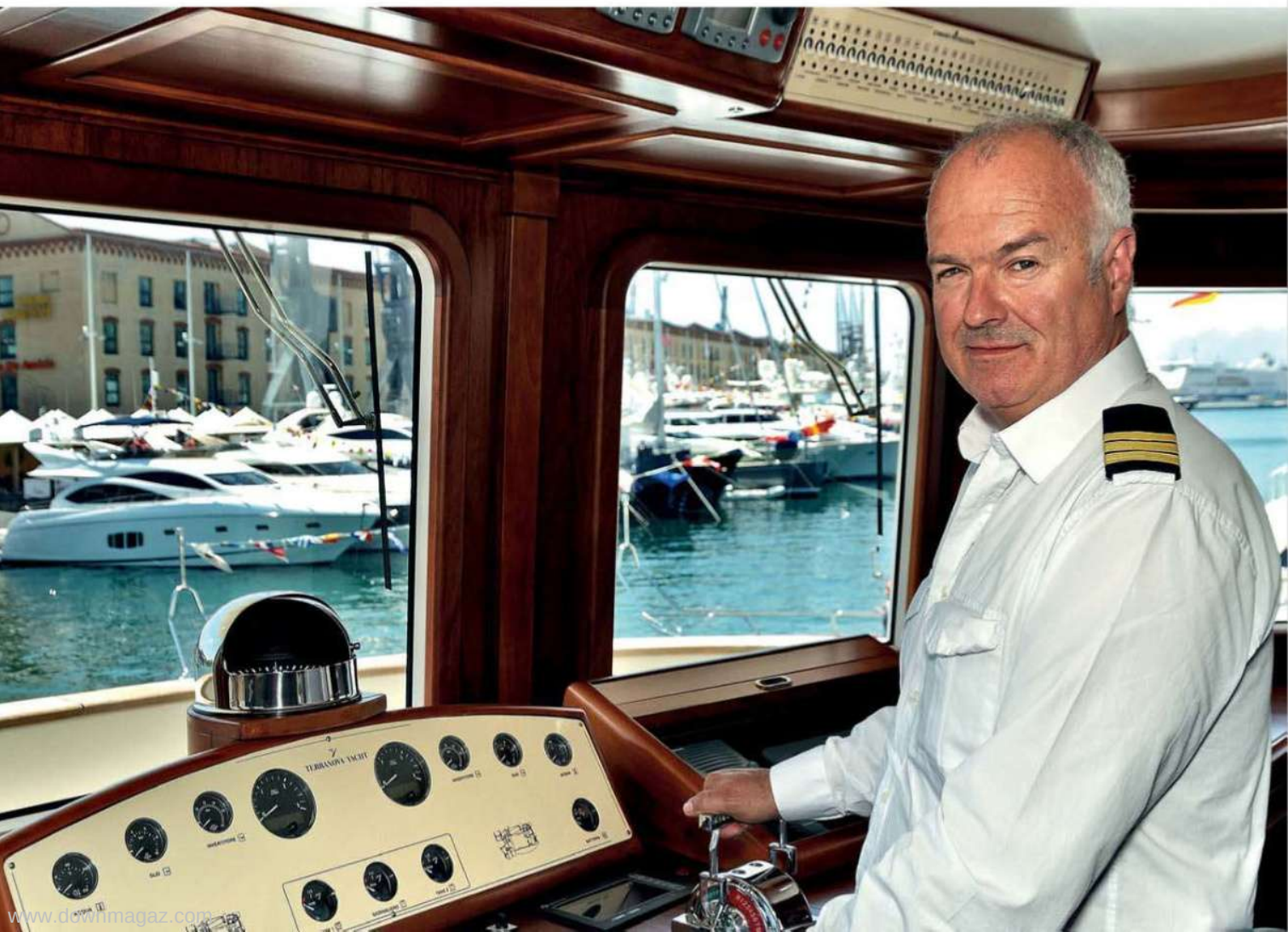
What made you choose the sea?

Well, I'm an islander, born "in" the sea, I've always belonged to these wonderful surroundings. Before becoming a Captain at sea I was doing something completely different but then I was recalled by the passion I have for the sea.

Specific training:

I used to go on sailing courses as a child moving up the classes from small open centre boards to the majors. It has always been a passion for me but it didn't seem like it could ever become a "real" job at the time. I never went to a naval cadet school so I had to take all the exams to get all the relevant qualifications for this profession.

What are your first memories of the sea and boats?



The crystal clean water outside our door, the gozzi (open fishing boats) and fishing trawlers I think are pretty much the earliest memories I can recall.

How was your first impact with the job itself?

It is a fascinating world with lots to do. The problem for us Italians is that 90% of crews are made up of foreigners, we need to regain some space. Language and different cultures you get over eventually but at the beginning it can be tough.

What were your early experiences at sea like?

I loved fishing, and being with the old fishermen in the village, diving off the gozzi and later the sailing boats that really fascinated me. There is always wind in Elba and that spells a lot of sailing. My whole family has always been dedicated to the sport.

What did you first skipper?

I still have an old 1947 fishing trawler with which, for the very first time, I took some people for a little outing many years ago. That's how the whole idea of chartering came about and so I continued buying other boats that got ever bigger. The last one was a converted Turkish trawler of 28 metres. Currently I am more involved with luxury yachting.

What are this boat's main characteristics?

She is called "Popotino" and she is a splendid Terranova 85 of nearly 26 metres, an 'explorer' type of small ship with a panache of her own, it gives a taste of the sea gone by with lots of space on board... she uses very little fuel hence her range is quite impressive... fortunately we seem to be returning to this type of boat in deference to the overpowered planing monsters.

The perfect Marina?

All marinas are beautiful because they were designed to host and fuss over charter parties and crew members, but they have one major defect: they're too expensive.

What is your favourite route?

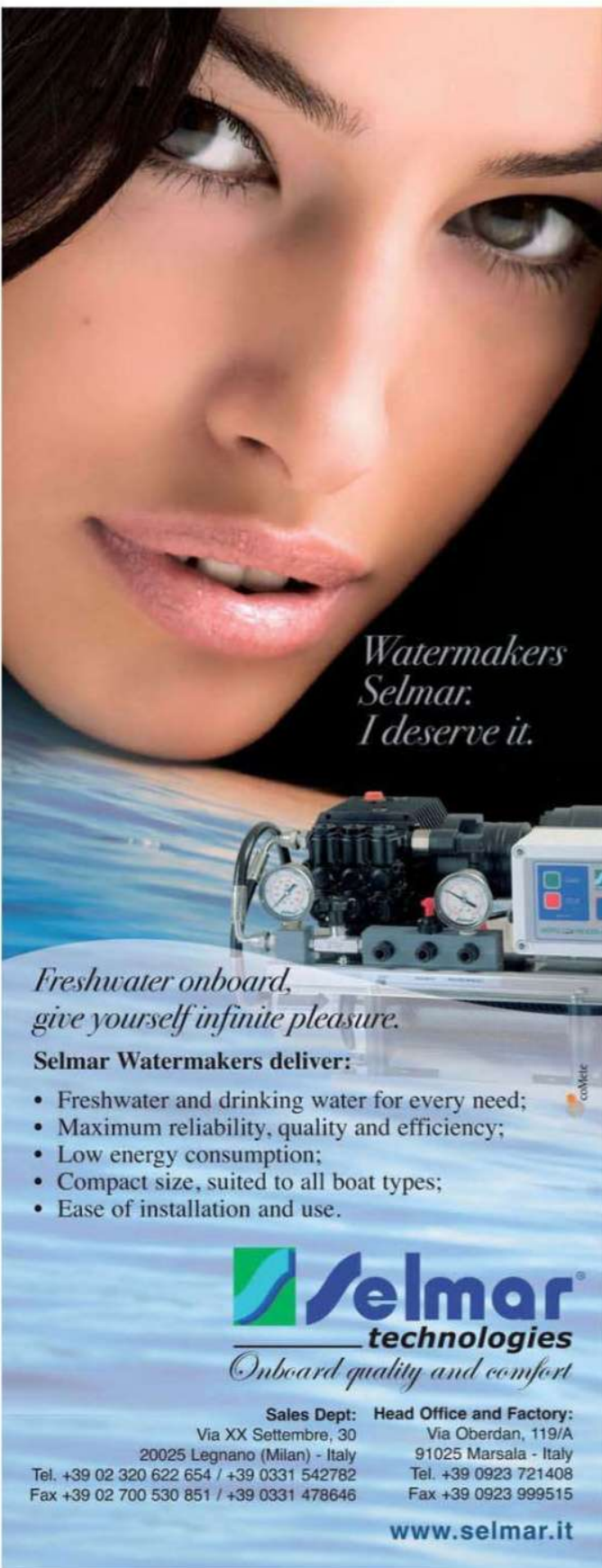
More than which are my favourites I can tell you which are the more frequent because they're the clients' most popular choices: Sardegna, Corsica and Greece. We should start cruising to less known destinations and take the lower season into consideration.

What is the worst thing that ever happened to you as a skipper?

Fortunately I have only had a few episodes of really strong seas, internet is a great help these days and forecasts are all the more accurate. One should always treat the sea with respect, there is no room for heroes nor should there be.

How do you see your role as a Captain and what do you think of the yachting world you work in?

The Captain's role and that of his crew represent 50% of the value of a cruise; it is hence pretty fundamental to use professionals who love what they do and know what they're doing. As Italians we can offer a little more into the bargain with our cooking for instance, which is always highly appreciated, or with our warmth and sense of hospitality. Foreigners are possibly better qualified. The Captain should, albeit with some authority, be a friend and should always be a good Hotel manager and a perfect organiser.



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Monaco certainly needs no introduction: a minuscule gem set on the south-eastern coast of France with a stereotyped image of fast cars, the casino, dream yachts and, in the collective imagination, a concentration of high society and wealth of half Europe. It would however be interesting to know how the principality has brought its important links with sea and port into line with the multifaceted needs of yachting today.

So we went to interview Gianbattista Borea d'Olmo, General Manager of the SEPM, Société d'Exploitation des Ports de Monaco.

Gianbattista Borea d'Olmo belongs to a Sanremo family of ancient lineage, the Dukes Borea d'Olmo, which has always been involved with the sea as shipowners, diplomats or military men in past and recent epochs. His father Gian Marco, founder of the Chioggia

Interview with
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Borea d'Olmo,
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of the Société
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by Lino
Pastorelli



Blue Water Sailing Club – which subsequently became the association "I Venturieri" (The Adventurers) – was a leading player in the revival of classic yachting in the Mediterranean. Gianbattista himself has always breathed sailing and sea air; as he recounts: "...in our palazzo we played host to roving sailors of all kinds who made Sanremo a port of call. When the Polish prince Christopher Grabowsky turned up, after a singlehanded Atlantic crossing in a 22 foot ketch and somewhat financially embarrassed, my father hired him... as my tutor! Then the prince went back to skipper a charter schooner in the Caribbean and when he returned to Sanremo in '61 he got dad involved in a long trip in Central America. In '65, on his umpteenth Atlantic crossing, Grabowsky and his boat were lost at sea...". Having grown up in this environment Gianbattista continued his seafaring and in '76 was second-in-command on the Italian Navy yawl Stella Polare, the year she won the

transatlantic race. When he left the Navy a few years later he became manager at Porto Rotondo, Sardinia, where he remained till 2006.

The SEPM – Borea d'Olmo explains – came into being in 2002 at the behest of Prince Rainier and became operational in January 2006 to bring organic unity and a clear, professional organisation to the Monaco port system. To facilitate contacts between users (captains, shipping agents and owners) and the port's management in order to coordinate modernisation works in the various areas. I arrived just a few months later with a mandate to run this new company.

We asked Borea d'Olmo about these sites and the works envisaged.

Port Hercule, the historic port of Monaco which has been given new life and tranquillity by the new floating breakwater sea wall, can now accommodate cruise ships. We should remember that Monaco wasn't considered a particularly relaxing port of call: with a swell from the first and second quadrants a powerful undertow tormented the moored yachts for days. Then Port Fontvieille, in the lee of the western side of the Rock. There are 1,050 berths, but we must keep in mind that 650 are occupied by Monaco yachts. The real economic management depends on the remaining 400, which are highly coveted. As for the works, no extensions are envisaged. The idea of an artificial island with yacht berths, discussed some time ago, has been set aside for the time being, while the project under way aims to reclaim, and restore the quays, construct buildings and upgrade the existing plant. All this is made complex by having to work in parallel with port activities, although an ongoing synergy with the Department of Public Works does iron out a lot of would-be problems. It's one thing to simply build a port from scratch, quite another to rehabilitate it when it's chock-a-block with boats...

What are the plant engineering problems?

Electricity supply for example. We're looking into the possibility of supplying medium voltage to the cruise ships moored at the sea wall. It's a highly complex and costly project but it would enormously reduce the environmental impact of those ships. As for yachts, they get low voltage (380 V or 220V) but with fairly high absorptions. Certain end users today need 1 000 Amps, and if you consider that there are at least a hundred or so 30 metre plus yachts in port you can imagine the kind of dimensioning that is necessary...

And the new buildings?

The SEPM headquarters will be built on the old Port Hercule entry piers, with appropriate technical premises, while the Yacht Club will move to new headquarters designed by Norman Foster on the eastern side of the port below the gambling house.

For several years now, since the new breakwater sea wall was built, Monaco has become synonymous of cruise liners. Let's hear what the captain has to say.

The strategy was to provide incentives for the ports that are arrival and departure points for cruise ships. And since Monaco offers high level reception we gave priority to top bracket ships and companies. Monaco now hosts all the top level companies. Costa has also taken an interest in Monaco recently: the Savona terminal is becoming insufficient. There are more than 250 cruise ships calling at Monaco every year, and this year the passengers in transit were more than 300,000. We can accommodate ships up to 310 metres.

The Principality is set on a steep, rocky coast, synonymous with deep waters.

Nor do the very great depths within the ports facilitate their management... Borea d'Olmo spreads a plan on the table... here at the entrance to the port there's a depth of 60 metres, at Fontvieille 25. In the outer harbour, intended for mooring 400' megayachts, it runs from 25 to 45 metres, so to get round the inconvenience we laid lengths and lengths of chain attached to submerged buoys to a depth of "only" 15 metres. Whereas,

we certainly don't have any problems here with cruise ships that draw 10-12 metres of water.

What's vessel traffic like in the course of the year?

Let's say there's much less coming and going in winter, especially now that the port's more sheltered. Owners like to leave their boats here and come at weekends to a city that is lively any time of year. But in summer there's a high turnover. We've also got a high percentage of new entries passing through, now that requesting a berth from SEPM has become a fast and functional matter: you get a response within 48 hours. Right now (July) we're getting about thirty requests a day. We often have to refuse at least half of them.

We're wondering about what happens in the port during certain events: Borea d'Olmo tells us.

Three times a year, during the Grand Prix, the Boat Show and Classic Week (which is biennial), Port Hercule is emptied to accommodate a wholly different fleet. Shifting the yachts – which is contractually agreed – involves SEPM, the neighbouring ports and the competent Departments in an operation rendered possible only by great synergy and collaboration. It's also carried out very rapidly, three days at the outside.

What are the basic requirements for complex operations of this kind?

When the entire mass moves as a whole, the result is optimal management of these events. In this instance it's team work, both technicians and administrators operating together. We have numerous meetings, attended by all the players involved, during which every aspect is tackled and discussed, right down to the positioning of the last buoy. So when the machine is kick-started, everything works. They're very rigorous around these parts, it's another culture...

Still on the subject of big yachts, how do you see synchronisation and collaboration among the various ports?

I organised a meeting three months ago, inviting representatives of all the ports on the coast, from Cannes to Genoa, that were interested in the world of superyachts. They all turned up, at least nearly all. A lot of the Italians stayed away...

We asked the Captain about the fallout on Monaco of this high level port activity.

Although it's pretty easy statistically to quantify revenue from the cruise sector (hotels, businesses etc.), it's far more complex to assess the effect of big yachts coming here, chartered or otherwise. Crews live aboard, work is carried out where the price is best, and the same goes for refuelling and provisioning. All in all it's hard to tell what this type of yachting brings to the city, unless it's in terms of image.

Can you say something about the SEPM – Yacht Club duality?

I feel the Yacht Club is the true image of the port of Monaco in relationship to yachting and a sports tradition that continues today. So we are happy to give the YCM all the support we can. Support that is also manifested in the great logistical backup supplied on the occasion of big races, such as the Primo Cup, when areas are reserved for the installation of floating pontoons for the various monotypes. Or, an even more demanding task, the obligatory shifting of vessels to leave the quay free for the yachts taking part in the biennial Classic Week.

Time has flown by. Our hour with Gianbattista Borea d'Olmo is up and his team calls him back to his usual daily workload of problems: catenaries, kilowatts, megayachts, delicate diplomacy and real efficiency. The invisible, vital hustle and bustle of every operational port, this time is set against the most prestigious backdrop on the Mediterranean.

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S THE REBIRTH OF marinas LA MADDALENA

by Roberto Neglia



With the end of the year the restoration work – which has concerned 155,000 m² ashore and 105,000 m² at sea - is expected to be finished, then the rapid preparation of the quays and already for next season the marina will be 100% operative. This is La Maddalena Arsenal, a marina-resort part of the Eleganza hotel chain; something quite unique in the Med that now wants to become the place where to hold the next America's Cup.

The name given to the complex as a whole, the workshops and dry-docks for the building of ships, the fitting-out and repair of ships, comes from the Arab "dar as-sina'a", or "house of trades", from which the Venetian language later coined the terms "darsena" and "arsenale" and – thanks to the one that during the reign of the Venetian Republic came to be the world's first factory – transposed them into 14 other languages. In the late 16th Century, when at its height, the arsenal of La Serenissima indeed employed 16,000 men. From which, still today, we use the expression "an arsenal" in the sense of 'place where many different objects are kept' or when we simply want to say 'a large number of objects'. The one on the island of La Maddalena was and will be all of this, even if it has recently undergone a change of skin. It will no longer be an Italian naval base but a luxury yachting centre. It will have 600 moorings for yachts from 10 to 100 metres, with a special section dedicated to megayachts, a yard, storage facilities and depots, but also the La Maddalena Hotel & Yacht Club, apartments, the Marina Residence and a conference centre, auditorium, restaurants, SPA, fitness centre, and hammam. There will also be sports and scuba diving facilities, including sailing, tennis and soccer. Indeed, an 'arsenal' for clients in search of the sort of services one describes with extreme adjectives. And the hope is that this clientele will be able to bring to this stretch of land so loved by Admiral Lord Nelson





good business thanks to yachting tourism.

This is after all the north-east of Sardinia, a stone's throw from the Straights of Bonifacio and also the famed Costa Smeralda. This is the part of the Med that's the most clicked on the internet and the most frequented by maxi yachts in the Med, and which is now ready for new challenges with this project developed in perfect harmony with the canons of modern luxury hospitality. For example, the marina offers rubbish collection and the retrieval of waste waters, emulsions (in large quantities) and bilge waters, a diver service, emergency services for the safeguard of life at sea, ISPS Code security, car hire, limousine and heli-shuttle services. As said, onshore facilities include 116 rooms and suites, a 3,500 m2 medical spa, an 8,000 m2 shopping gallery, a residential area with 105 apartments and a 1,700 m2 congress centre. The ample windows the buildings have and the stacks of open space give a sense of continuity with the beautiful scenery of the Archipelago of La Maddalena and do not in any way alter the 19th century atmosphere of the original buildings. All accommodation units are carefully studied with holidays in mind and are for sale complete with mooring near to hand; with the added advantage of being able to count on the "boat and home service", delivered meals, babysitting, or beautician onboard for the ladies.

For further information: Porto Arsenale La Maddalena, Piazza Faravelli, snc Loc. Moneta – 07024 La Maddalena (OT), Italy. Ph.: 0789-794225; Fax. 0789 – 727513 – e-mail : info@portoarsenale-maddalena.com - Web site: www.portoarsenalemaddalena.it .



S AQUARIVA BY GUCCI

by Angelo Colombo

This time we're not about to present a boat that has just the mere characteristics and performance that make it the ideal super-yacht tender; but about a very special craft that is a perfect example of the Made in Italy concept: the Aquariva by Gucci. The boat was initially presented at the opening of the Festival de la Plaisance at Cannes September last, in the presence of the international press but above all the heads of the two companies behind its genesis, Gucci on the one hand and Ferretti Group's Riva on the other. This is a big project, based on the desire to offer the market a highly exclusive 33 footer, on which every single element says 'Made in Italy', and above all is expression of the Italian concept of luxury.

The Aquariva is a boat that the Italian yard Riva has been marketing successfully for a few years, but the version made with Gucci has now been customised to suit the tastes of exclusive owners. And so, technically the Aquariva is substantially the same, but thanks to the input from Frida Giannini, Gucci's creative director, and from Mauro Micheli and Sergio Beretta from the Officina Italiana Design, this boat has become, in the words of Gruppo Ferretti's boss Norberto Ferretti, "...a project that is the embodiment of tradition and modernity and that is destined to become a symbol of Italian style and craftsmanship". Just over 10 metres long overall, with a top speed of 41 knots and a cruising speed of 36, with a 150 mile range, the Aquariva by Gucci, is a craft that will surely make heads turn, whilst providing its occupants the greatest of comfort for their coastal outings, perhaps setting off from an anchored super yacht. For further information, contact: Riva S.p.A.; via Predore, 30; 24067 - Sarnico (BG) Italy; tel. +39 035 910202-9240111; fax: +39 035 911059; website www.riva-yacht.com; e-mail info@riva-yacht.com.

TECHNICAL DATA

LOA: 10.07 metres

– Beam: 2.80 metres

– Draught: m 0.96 me-

tres – Displacement

fully laden: 6.69 tons

– Passenger capacity: 8

– EC class: B+C+Aa

(sound emission) –

maximum height: 2.01

metres – Bow overhang:

0.02 metres – Stern

overhang: 0.13 metres –

fuel capacity: 480 litres

– water capacity: 130

litres – engines: 2x380

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BEYOND THE HELICOPTER

by Stefano Ruia



Sikorsky X2



V 22 Osprey



BA 609

After more than four years of writing this column I'd like to take the liberty of not presenting a particular model but rather casting an eye over what there is beyond the helicopter. Of course I'm not talking about aeroplanes – a much vaster world than that of rotorcraft – but by looking in precisely that direction we find a series of new craft, halfway between rotary and fixed wing. The concept of an intermediate aircraft isn't new, but the first real success came with the Bell XV-15 convertiplane. The convertiplane is a sort of aeroplane with two tilting engines that power large-diameter rotors. For takeoff and landing, with the rotors up, it behaves like a helicopter; whereas in flight it's kept in the air by the lift of its wings and thrust forward by the engines, now tilted to the horizontal position. This means superior performances and greater efficiency in comparison with helicopters. Moreover, between the two engine positions mentioned (vertical and horizontal) there are infinite possibilities: the convertiplane can remain in the air at very low speeds and even fly – at low speed – in reverse. Obviously the first applications were in the military field, with the V-22 Osprey. A smaller civilian model was subsequently developed and is still at the experimental stage: the Agusta Westland BA609. This convertiplane combines the speed, flying altitude and comfort of a turboprop aeroplane with the vertical takeoff and landing features of a helicopter; climbing to about 7,500 metres. It will be certified for flying in icing conditions and extreme climates, from the arctic to the desert. A fine craft for taking off in the city centre and flying at about 500 kph to your yacht or the marina heliport, even if it's more than 750 nautical miles away. The maximum range will be almost 1,400 kilometres. But convertiplanes aren't the only things on the horizon for the near future. For some time Sikorsky has been working on its hybrid helicopter, the Sikorsky X2. A "hybrid" inasmuch as vertical takeoff is entrusted to two counter-rotating coaxial rotors (thus doing away with the tail rotor), a solution already tried and tested on many large helicopters. Horizontal propulsion is supplied by a pusher prop at the tail. The demonstrator model of this new small craft (two-seater in tandem) is in the final phase of completion. In the meantime Eurocopter knocked everyone out on 6th September last with the first flight, after only three years, of its high-speed, long range hybrid helicopter the Eurocopter X3. This aircraft is equipped with two turboshift engines that power a five-blade main rotor system and two propellers installed on short-span fixed wings. The prototype was in fact conceived for applications where operational costs, flight duration and mission success depend directly on the maximum cruising speed. The initial tests were then continued with reduced power; up to speeds of around 180 knots. After a three month break for envisaged technical updates the X3 flights will be resumed in March with the objective of achieving a cruising speed of more than 220 knots.

So what path will the future take? Let's wait and see!

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HELYBASE CONCEPT

by Riccardo Vianelli

"Besenzone rhymes with novelty". A slogan, launched at the press conference for the presentation of the HelyBase Concept, that in effect well synthesises the identity this brand from Lombardy has chosen for its yachting accessories, especially after having indeed seen the platform concerned, presented for the first time ever at the Genoa boat show October last. Novelties that at times leave you taken aback for the originality with which they come up at SuperYacht Division, a sort of spearhead for Besenzone S.p.A., a company that makes a significant contribution to the spread



and the success of the made in Italy concept within the world of international yachting. The HelyBase Concept is a project born through close collaboration between Besenzoni's technical department and engineer Sergio Baragetti – a professor at Bergamo University and a researcher who has also worked for the US NAVY – and is worthy of note for two key features. The first: it is a self-levelling platform, which is to say that it'll always stay perfectly horizontal, thanks to a hydraulic system managed by top-line electronics that compensate for a boat's pitch and yaw. A helipad that when opened out can reach a size of 60m2, but once closed – and this is the second salient feature – becomes so compact as to be suitable for fitting to boats of between 24 and 50 metres. Yachts, these, that could otherwise ill afford the space and load bearing structures needed even for just a "touch and go" helicopter landing pad.

What struck us most about the system is indeed the petal-like design of the HelyBase, a sort of giant hexagonal flower – very light and robust, given that it's made of titanium and carbon – that when not in use just shuts away inside the boat with what appears to be a very simple and fully automated manoeuvre, restoring original shapes and functions to the area where it's installed, be that forward, aft or on the fly-bridge.

A platform that, when there's no helicopter on it, is indeed so large as to let it be imagined that it could be used in all sorts of other ways, for the amount of space it makes available. At the Genoa show it was being proposed also as a green, with synthetic grass and holes thrown in, where to practice putting, but well, the choice is up to you.

For further information: info@besenzoni.it – tel. +39 035910456 – web: www.besenzoni.it



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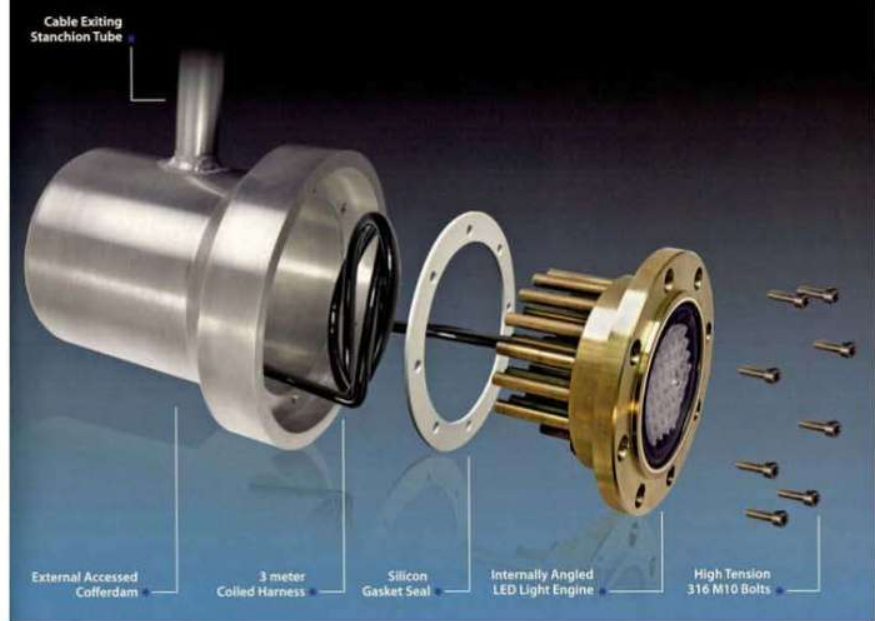
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by Angela Colombo

The first LED in history dates back to 1920 when a radio technician discovered that electricity going through a diode will produce light. It wasn't however until 1962 that this component became part of more or less complex installations. The first LED which stands for Light Emitting Diode only outputted a limited amount of light, but research soon changed that into an intense light beam of light. Thanks to their technical characteristics such as very low consumption despite producing bright beams of light in various colours to satisfy every taste or surroundings, LEDs today have many applications. Amongst the more advanced in the LED field of research is Ocean Led Ltd, a British Company that has developed sophisticated, specific technology from which very effective and above all reliable lighting installations derive. That isn't all however, because the English firm has also been concentrating on the possibility of producing LED lighting that can be adapted to any situation, thus ranging from interior to underwater lighting via special and specific lighting projects. Ocean Led today can supply entire installations or single light sources for any kind of application ensuring a reliable life span for the system and above all, energy



saving second to none. As well as low consumption, LED installations ensure the complete absence of toxic substances and thermal effects normally generated by common lighting systems, ease of installation and long lasting life spans. Ocean Led has developed a number of spot lights both for land and sea application, all characterised by a vast range of temperature colours that will fit every need. Furthermore, by using special filters differently coloured light beams may be obtained that increase the scope for use. The Company will also produce LED installations to customer specifications as indeed it has done for the most diversified clientele. In as far as what is closer to our hearts is concerned, Ocean Led has set up a special division called Superyacht Division by Ocean Led, to cater exclusively for the lighting requirements of any type of floating vessel be it internal, external or underwater. For further information please contact: Ocean Led Ltd at 21 Ptarmigan Place – Attleborough Fields Industrial Estate; Nuneaton; Warwickshire CV11 6RX; UK; tel. +44 (0) 2476 371700; fax +44 (0) 2476 374840; e mail info@oceanled.com; sito web www.oceanled.com.



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ANALYSIS, EVOLUTIONARY TRENDS
AND FUTURE PROSPECTS OF THE
MARKET ON WORLD SCALE

by Tommaso Nastasi

In analysing the go-to-market model in the luxury superyacht sector, the brokerage channel takes on particular importance,

a channel represented by specialised providers with a "value proposition" in the main focused on the yachting service market (e.g. brokerage, charter, yacht management etc.).

In framing the commercial distribution of superyachts it should be specified that the main channels may be:

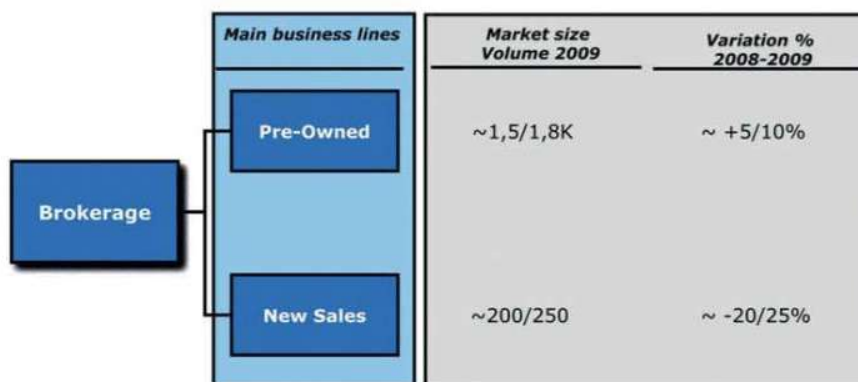
- direct channel represented by the commercial department and/or sales offices located in specific geographical areas, controlled by the shipyard;

- indirect channel of brokers, business middlemen with high-profile positioning in the superyacht segment;

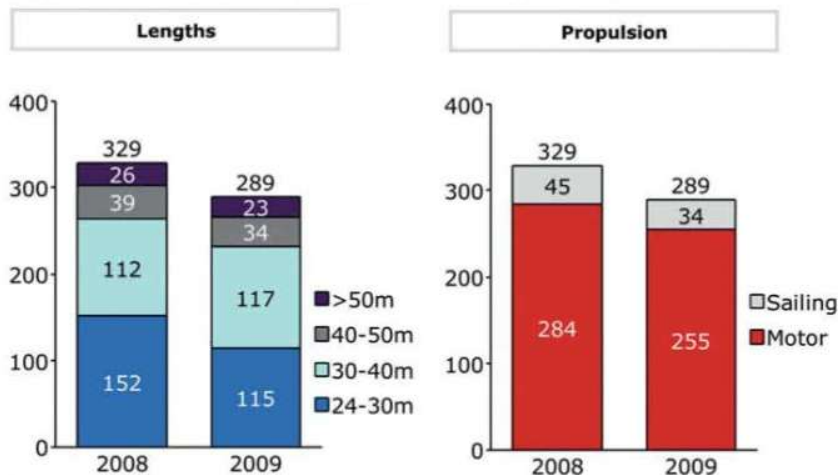
- indirect channel of dealers who are normally active in the superyacht entry level segment, 24-30 metres, as a range extension of the "yacht" segment.

In 2009 more than 60% of deliveries of "new" superyachts were business transactions handled by brokerage companies, confirming the fact that they constitute the main outlet market for top of the range yachts.

In fact it is no accident that in recent years the major yacht holding companies have developed "privileged business relations" with important brokerage companies through company operations of

Figure 1: Description of the main Brokerage business lines

Source: Yachting Market Observatory

Figure 2: Brokerage Market by Segments (Volume)

Source: Yachting Market Observatory

purchase and/or business partnerships, such as the Azimut-Benetti Group's acquisition of Fraser Yacht and V. Ships.

Within the market context it must be pointed out that the yacht broker may be defined as a "specialised middleman" who, on the customer's behalf, seeks and purchases the optimal vessel in terms of market value and quality of construction; and, above all, the one that is most in line with the customer's personal, financial and yachting requirements.

The chief aim of this article is to highlight the main results emerging from an analysis carried out on the luxury yacht brokerage market by the Yachting Market Observatory at the Faculty of Economics, University of Rome Tor Vergata (www.marketingnautico.net).

The principal lines of business in yacht brokerage are linked to the sale of two main superyacht typologies (see figure 1):

- newly built: the segment most severely struck by the economic crisis. In fact in the course of 2009 the total deliveries of superyachts dropped 20/25% in comparison with the previous year;
- pre-owned: the segment comprising used and/or semi-new superyachts (e.g. speculative superyachts) available on the market; in 2009 there were more than 1,500 yachts for sale of which around 40% were built after 2000.

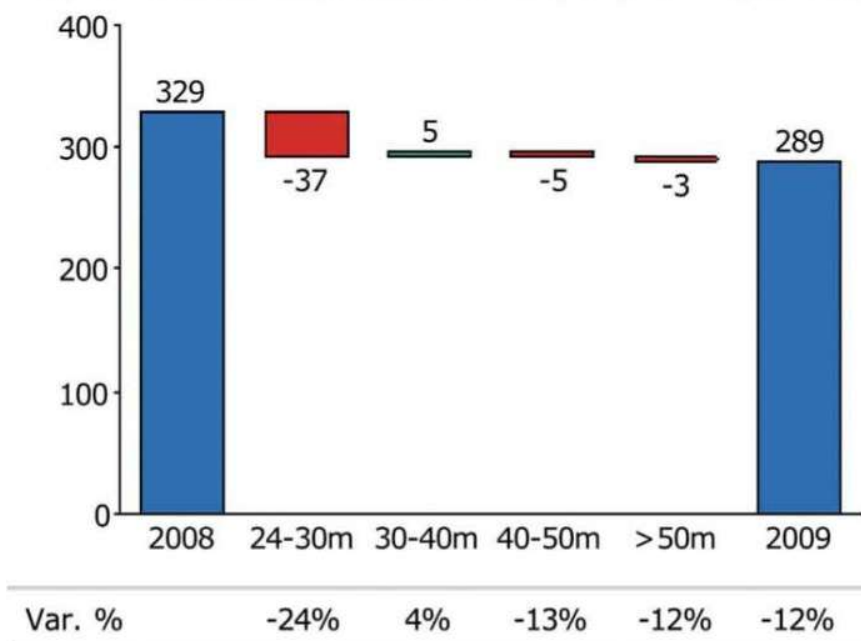
Figure 2 shows the dimensioning and trend by volume of the sell-out market of superyacht brokerage. More precisely, in the course of 2009 there were 289 vessels sold of which 255 were power vessels and 232 between 24 and 40 metres, an overall drop of 12% against the 329 sold and delivered in 2008.

In analysing the evolutive dynamics of the brokerage market by volume (see figure 3) it is important to underline that the drop in demand was prevalently centred on the 24-30 metre segment which was most heavily struck by the economic recession due to the effect of shorter lead times in comparison to superyachts over 35/40 metres, the latter being mostly orders placed prior to the crisis.

Within this picture it is underscored that the power superyacht segment overall shrunk by 10% (from 284 to 255 units) as against 24% in the sail segment (from 45 to 34 units).

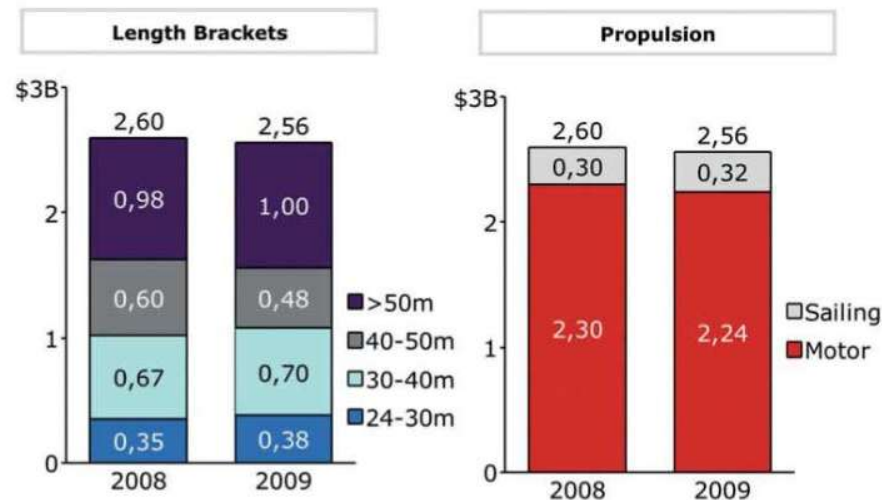
A further element developed by the analysis concerns the dimensioning of the market

Figure 3: Brokerage Market Bridge by LOA (Volume)

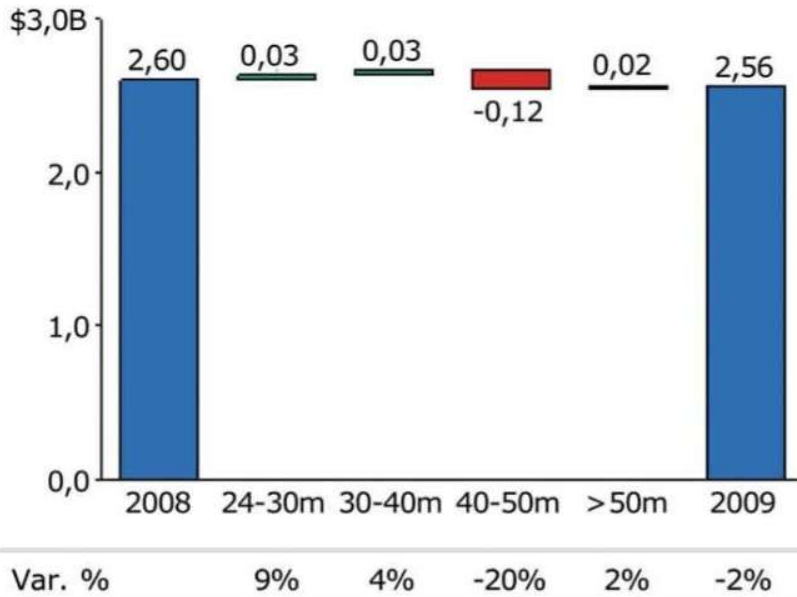


Source: Yachting Market Observatory

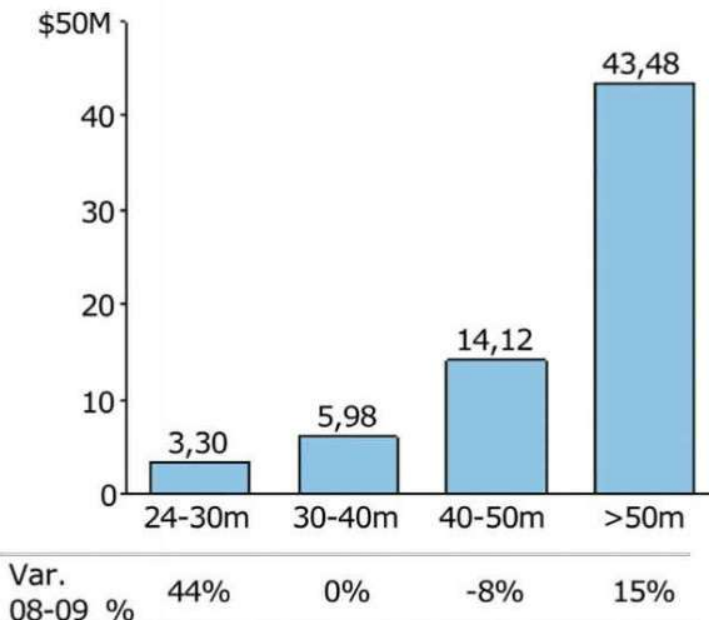
Figure 4: Brokerage Market by Segments (Value Billions \$)



Source: Yachting Market Observatory

**Figure 5: Brokerage Market Bridge by LOA
(Value Billions \$)**

Source: Yachting Market Observatory

**Figure 6: Average Market Brokerage Price by LOA
(Millions \$)**

Source: Yachting Market Observatory

by value. In 2009 the brokerage market amounted to 2.56 billion dollars (see figure 4), showing a slight drop of 2% with regard to the previous year.

In the context of the dimensioning of the market by value it is important to underline that the 50 metres plus segment represents nearly 40% of the market, with a value of one billion dollars, whereas the 40-50 metre segment has been more seriously affected by contraction of the market (see figure 5), showing a drop of 20% with regard to 2008 (from 600 to 480 billion dollars). Power superyachts amount to 2.24 billion dollars, a slight 3% drop from the 2.3 billion dollars of 2008.

The almost flat trend of the market by value derives from strong sales recovery in the entry level segment and a slight increase in the value of the 30-40 metre and 50 metre plus segments.

Proceeding with the analysis, figure 6 shows the average market price of superyachts sold through the brokerage channel, classified by lengths:

- 24-30 metres \$ 3.3 million
- 30-40 metres \$ 6 million
- 40-50 metres \$ 14.1 million
- > 50 metres \$ 43.5 million

In analysing price dynamics it emerges that in 2009 the average market price grew by 12%, from 7.9 to 8.9 million dollars, due to the combined effect of the following factors:

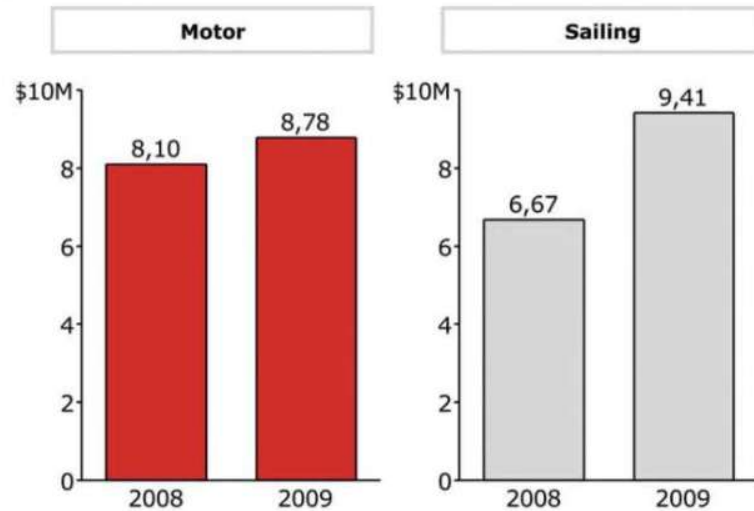
- high growth in average price of the entry level 24-30 metre segment due to the adjustment of unitary value with regard to the end of 2008; in fact from September 2008, following the financial crisis, several contracts were closed with high discounts (in some cases even more than

30%) as an effect of great market uncertainty;

- change of mix in the upper range segments, driven by a market demand more centred on medium-large and customised superyachts; in fact the 50 metre plus segment showed an average price increase of 15%, rising from 38 to 43 million dollars per yacht.

In 2009 the power superyacht segment showed a growth in average price of 8%, passing from 8.1 to 8.8 million dollars; in the same period the sail segment showed an average sell-out price greater than the power segment, with a unitary value of 9.4 million dollars (the sailing yacht mix shifted to increasingly larger and more technologically evolved vessels).

Figure 7: Average Brokerage Market Price for Motor and Sailing (Millions \$)



Source: Yachting Market Observatory

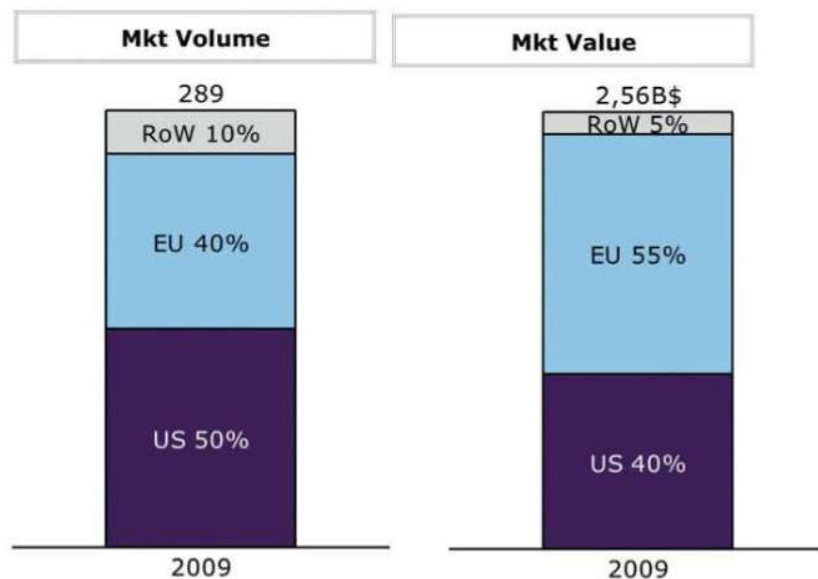




Another aspect dealt with in the analysis is the geographical breakdown of the brokerage market (see figure 8). As seen in the figure, the United States represents 50% of the outlet market by volume as against 40% by value, confirming the fact that these markets have a sales mix that prevalently concerns smaller size superyachts; the European market represents 40% of the market by volume and 55% of the market by value, confirming the presence of a market demand more centred on the larger size ranges.

In analysing the superyacht brokerage market it is important to specify that we're dealing with a highly concentrated industry, since the top ten players active at international level hold 34% of the market by volume and 50% of the market by value. In comparison with 2008 the concentration level has tended to remain constant, confirming the fact that the business model of differentiated providers, in terms of supply and geographic footprint, offers a greater competitive advantage over more local brokers active chiefly on domestic markets.

Figure 8: Brokerage Market 2009 by Geographic Areas



Source: Yachting Market Observatory

The main 2008-09 trends in the superyacht brokerage business may be summarised as follows:

- in 2009 the brokerage business showed an emphatic change of mix from new sales towards pre-owned boats (about 70% of business);
- in comparison with 2008 there is a steep drop in demand by volume (new sales/pre-owned), -12%, followed by a recouping by value (-2%) due to the effect of recovery of the 2 extreme segments of the market (24-30 metres and >50 metres);
- the trend of the end price shows a recovery of 12% due to the recovery of the unitary value (less discounts) and a shifting of sales mix towards bigger vessels.

To conclude, in 2009 the superyacht brokerage market considered as a whole was

stable in comparison with the previous year, although in terms of mix the line of the so called "new sales" was certainly more impacted by the economic crisis. On this subject an important English broker stated that "in 2009, contracts for building new boats were down by more than 60% on 2007-2008... currently our business is more centred on the pre-owned market and extended services to vessels...".

As far as future prospects are concerned, the following are the main forecasts drawn up by the Yacht Market Observatory (www.marketingnautico.net), backed up by a series of interviews with brokers active on the international scene:

- in 2010 "new sales" business is forecast to be in continual diminution as against 2009, due to the combined effect of: a) slow recovery of the new constructions market; b) ongoing market presence of the so called "special offers" available, with particularly advantageous purchasing conditions;
- in 2010 the "pre-owned" market continues to be the main business stream;
- the latest market insights show projections of business in recovery for the two main lines, starting in 2011.

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news

ARCADIA PREPARES NEW 115' - Following the successes obtained at the autumn shows, Arcadia has announced its plans for the coming 2010-2011 season and the construction of a first 115 footer. 2011 will kick off with the delivery of two 85 footers for northern Europe, to be followed by other both open and fly-bridge yachts to be delivered for next summer. Meanwhile, the laying up of the 115 footer has begun, a yacht that will be built using the same concept that made the success of its



smaller sister, with its eco-friendly approach thanks to solar panels and a hull design that reduces fuel consumption. Another bit of news from Arcadia is that they've taken on Maurizio Baldoni as their new sales manager, who is well known in the yacht building world and has worked for some of the major yards in Italy. For further information: www.arcadiayachts.it.

CARTOUCHE, BLUE COAST YACHTS FIRST MODEL - It's taken a mere 14 months to build and launch the 95 footer "Cartouche", the first to



come out of Blue Coast Yachts. Designed by Jean-Jacques Coste and built at the H2X yard, "Cartouche" is a one-off sloop rigged catamaran 28.80 metres long and 12 wide, built in vacuumed laminate made from carbon fibre, PVC and epoxy. With its three decks, "Cartouche" is very roomy and well appointed inside, whilst externally it offers guests every comfort, including a Jacuzzi on the sundeck and a stern that opens out onto the sea to become a large beach. For information: www.h2x.com and www.coste-design.com.

NEW CEO AT DOMINATOR YACHTS

Paolo Bencivenni is the new CEO for the Fano yard Dominator Yachts. Born in Bologna, with a degree in mechanical engineering and a Master in Business Administration from Wisconsin University, Paolo Bencivenni has gone over to Dominator Yachts after having been Vice President for the Monaco office of the important Genmar Yachts International group. For further information: www.dominator.it.



MILANESE UNIVERSITY CHOOSES MARIOTTI YACHTS

- The Catholic University of the Sacred Heart of Milan has chosen the Genoese yard T.Mariotti as example of excellence in the luxury industry. At the first workshop for the EMLUX master – Executive Master in Luxury Goods Management – last 18th September it indeed chose this yard as the place where to meet. The 21 students on the course spent a whole day studying how work was organised at the yard



with its focus on personalising top luxury cruise liners and superyachts. The seminar, held entirely in English, was broken down into lessons each of which was dedicated to a specific aspect of production for both the construction of superyachts and liners, from market analysis through to how to handle customers, from the personalisation of products to the organisation of the work to be done and communication. Amongst the lecturers invited by Mariotti was Michael Ahrens, the internationally known consultant for owners of megayachts, and Luca Dini, the well-known Italian yacht designer who created "Sea Force One", that was built by this very yard. For further information: www.mariottiyard.it.

LATEST OCEANCO 86 METRE LAUNCHED

On 27th August 2010 Oceanco launched its latest superyacht, the 86 metre hull number Y706. Designed by Nuvolari & Lenard, this Dutch built motor yacht has four decks plus a sundeck and can



host up to 14 guests in six VIP suites and the owner's suite. Built in steel and aluminium, with the traditional blue hull with contrasting white superstructure, this 86 has amongst its features a pool that turns into a helipad, a mark of this Dutch yard. Equipped with two 4,680 HP MTUs, this motor yacht, Y706, is estimated to be able to do up to 20 knots. For further information: www.oceancoyacht.com

FIRST WARWICK YACHT DESIGN 82' LAUNCHED

"Aiyana" is the first of a series of 82' performance cruising sloops that come with fixed or lifting keel, and of which the construction of hulls 2 and 3 is well underway, which place the accent on performance, thanks to contained weight – it's High Modulus built – and powerful rig. Built by the Turkish yard Alia Yachts, performance aside, "Aiyana", gives excellent cruising comfort including an internal helm/controls station for steering in bad weather, and all the latest audiovisuals with videoconference throughout for communication between cabins. The interior is made of luxury materials and gives



a warm and welcoming feeling. For further information: www.warwickyachts.com.



KIBOKO, THE FIRST 94' FROM SOUTHERN WIND

Last 31st October the first Southern Wind Shipyard 94' was launched. The name's "Kiboko (bis)", a high performance sloop for the design of which the celebrated studios Reichel Pugh Design and Nauta Design have teamed up, the one for the hull, sail plan, and overall concept, the other for the interior and the styling of the exterior. Sandwich built from composite materials (carbon/Kevlar, epoxy and Corecell), which has made it possible to contain tonnage to 52.30, this 94' has a state of the art rig that makes it possible to handle with ease a sail area to windward of a full 463 m², which off wind becomes 898. For further information: www.sws-yacht.com; sales@pegasoyd.com.

BARRACUDA 105 READY FOR LAUNCHING

Designed by Barracuda Yacht Design and with interiors by designer Javier Munoz, the Barracuda 105 is a classical 32 metre sloop commissioned by a European client with base in the Mediterranean. Built in aluminium by the Pendennis yard, the Barracuda 105 is an elegant classical looking yacht, with a central deck house that provides for plenty of space where to relax and socialise. The cockpit



is protected by a hard top and is as many as 60 m2. It has sofas and tables and all the business, where to relax and enjoy. For further information: www.pendennis.com, www.barracuda-yd.com.

AN ENTIRELY NEW 60 METRE FOR RUEA YACHTS

Ruea Yachts, a major Asian yard, with HQ in Bangkok, Thailand, unveiled its latest project to the public at the last Monaco Yacht Show. It's a new 60 metre designed for the Thai yard by European architects from BMT Nigel Gee and Design Unlimited. What created a stir was also the all up price, definitely competitive, as declared by managing director Gareth Twist, who also underlined the excellent quality of Ruea yachts, built at yards equipped with the latest technology and staffed by highly qualified personnel. For further information: www.rueayachts.com.



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